Voting of Demands for Grants.

1. 27—Public Works—(*cont*).

Motion No 6.

Mr. K. Ayyappan.—Sir, I don't move it.

Hence the following motion was considered withdrawn.

Mr. K. Ayyappan.—*To reduce allotment of Rs. 1,73,771 for Communications—Original works by Re. 1.*

(*To request the Gevernment to open a canal through Palliviruthi Veli.*)

Motion No. 7.

Mr. K. Mohamed Seethi.—*To reduce the allotment of Rs. 1,73 771 for works under Public Works by Re. 1.* Sir, this cut relates to the necessity of having a bridge between the western portion of the Chennamangalam Village and a small island called Kochuthuruthu lying to the northern part of Chennamangalam. This work was sanctioned by the Government and the Diwan was pleased to sanction 5 thousand rupees for the construction of the bridge. But it has come to my notice that recently the inhabitants of the island received an order to the effect that the work has to lie over. This cut is intended to bring to the notice of the Government that it is a very urgent piece of work because the inhabitants of the island find it extremely difficult to cross over to Chennamangalam in the absence of such a bridge

Mr. V. K. Aravindaksha Menon.— We have received petitions on the desirability of this bridge and we enquired into them. We found that the island mentioned is what is known as Kochuthuruthu and the work in question is a bridge connecting the island of Kochuthuruthu with Gothuruthu and we thought that the work was desirable. Kochuthuruthu is a small island containing about 75 houses and of about 50 acres in extent. The cost of the bridge was estimated to be 5 thousand rupees and the length of the gap to be spared 120 feet. There is also no Government ferry at the place. The Government ordered that the work may be provided for in this year's Budget. But we were not able to provide for the work. We consider the work desirable. If funds permit we will be only too glad to carry out the work.

Mr. K. Mohamed Seethi.—May I know whether the work will be undertaken if savings permit or it will be undertaken in the course of 1108?

Mr. V. K. Aravindaksha Menon.—We consider the work desirable. If there are funds we will have no objection to take up the work.

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Mr. K. Mohamed Seethi.—May I know whether Gothuruthi is not a part of the Chennamangalam Village?

Mr. V. K. Aravindaksha Menon.—Yes.

Mr. K. Mohamed Seethi.—Sir, I beg leave of the House to withdraw the motion.

Motion withdrawn with leave of the House.

Motion No. 8.

Mr. K. Mohamed Seethi.—*To reduce the allotment of Rs. 1,73,771 for Public Works by Re. 1.*

Sir, this cut is intended to draw the attention of the Government to the incomplete and unstatisfactory nature of the southern portion of the Azhikode-Kara road. It was brought to the attention of the Government that that portion of the road was a hopelessly narrow one which does not permit of any vehicle being taken along it. Government promised to widen the road even last year. But I found that the work was not undertaken and the road was in the same condition as it was before. I understand that, after sending up this cut motion, some attempt is being made to widen the road. Whether the work will be proceeded with is a matter which I do not exactly know. It is to draw attention of the Government to this fact that I have tabled this cut motion.

Mr. V. K. Aravindaksha Menon.—I wrote to the Government regarding the first mile of Azhikode-Kara road, saying that the repairs costing of about 700 rupees have to be done. Government have now approved of the work and I hope we will be able to make the improvements before the expiry of this year.

Mr. K. Mohamed Seethi.—Sir, I beg leave of the House to withdraw the motion.

Motion withdrawn with leave of the House.

Motion No. 9.

Mr. P. Krishna Menon.—*To reduce the allotment of Rs. 1,73,771 for Civil Engineering—A. (ii)—Communications by Re. 1.*

This motion is to draw the attention of the Government to the want of any principle in selecting works for execution. Now the best support that I can adduce for emphasising the point in my cut motion is the answers that have been supplied by the Government to my questions Nos. 147, 148, 149 and 151. From the answers to these questions it will be found that many works which were being agitated for execution for very long, have not been taken up. The usual answer that we get is, as we have got to-day, lack of funds. Unless some definite principle is laid down for carrying out works that are considered

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necessary by the Government at one time, it will be entirely at the discretion of the Head of the Department, who, I doconcede, is entitled to considerable discretion in such matters; but the discretion may be used on certain definite principles. In the absence of principles it will not be wrong if we say that for the moment the Head of the Department is not using his discretion in the proper way. That is not sufficient to satisfy the public. If there are cogent reasons for putting off the construction which was dec ided upon at one time or which was thought necessary at one time for execution, unless some definite and satisfactory reason can be assigned, the people will not be satisfied by the mere answer that it was not taken up for lack of funds. With these few remarks and without going further into the details of these several items, which can be cited as illustrations of want of principle, I beg to move the motion.

Mr. V. K. Aravindaksha Menon.—Sir, I am afraid that the Hon'ble Member for Vadakkancheri argues entirely from the wrong angle when he states that the department has no definite principle for allotting works in the budget. Now, we are discussing the subject of communications. In budgetting for works in that section Government are being advised by a Road Board and the principles followed by the Road Board have on more than one occasion been published in the Government Gazette. I cannot recount all of them now. I may say, however, the most important among them.

The first principle of the Road Board in considering the claims of a road is that the works already taken up should be completed. You all know that road works left incomplete rapidly deteriorate because of want of traffic and maintenance.

Next in order is the claims of unmetalled and important roads over which money had been spent for earth work and land acquisition. Such roads become good highways if they are just metalled and a few culverts constructed. The Elankulam road in the Cochin-Kanayannur Taluk is an example of this class. By adopting this principle large length of roads become at once useful for comparatively small expenditure.

Then works in localities where there are no roads at all, should be considered to have preference over those where there are already a larger number of roads.

On these three main principles we have budgetted for the year 1108 and therefore, I think it is not right for the Hon'ble Member to say that we have not been following any principle at all.

Mr. A. Eachara Menon.—If these principles were followed the Kunnankattupathi road in my constituency which was nearing completion would have been budgetted for the next

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year. But as a matter of fact I find no provision made for this work in the next year's budget.

Mr. V. K. Aravindaksha Menon.—Excepting the road mentioned by my Hon'ble friend I do not think he will be able to cite another instance of such omission.

Dr. A. G. Menon.—That is the one nearer home. So we know it.

Mr. P. Krishna Menon.—By way of illustrating the action taken on the recommendations of the Road Board I may invite the attention of the House to the answer to question No. 149 answered to-day. There again we come to the same sermon of lack of funds at the last stage. 'Has not the construction of this road been recommended by the Road Board? Has that recommendation been acted upon? If not what is the reason.' The answer is that the recommendation has been made. It was not acted upon for lack of funds. Therefore I respectfully invite the attention of the House to the hardships caused by want of provision in any particular year for the construction of roads and other works of utility because there was this provision in the previous year. We find it is practically denying the construction for a number of years altogether, if a certain principle which, if accepted, is not carried on to its legitimate lengths. Now perhaps to anticipate an answer that might come from the Registrar of Panchayats, we find from the answer to question No. 148 that the improvement of a certain tank was being requested and demanded by the people from 1104 onwards and still we find that this has not been carried out and the reason that was assigned just now by the Hon'ble Member for Panchayats is that more urgent works had to be attended to even when a lump allotment was made this year. With these observations and bringing to the notice of the Government the necessity of formulating definite rules with regard to this, I beg leave of the House to withdraw the motion.

Motion withdrawn with leave of the House.

Motion No. 10.

Dr. K. Sankara Menon.—*To reduce the allotment of Rs. 1,73,771 for (2) Communications (a) Original works by Re. 1.*

Sir, I have tabled this cut motion to urge the necessity of opening a few roads in my constituency, *i. e.*, Vyittila. Last year a similar motion was brought before this august assembly and the Chief Engineer was kind enough to promise that he would open at least a few roads in my constituency. It has to be remembered that the Ernakulam Town is almost on three sides bounded by my constituency.

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Excepting the Ernakulam—Trippunittura road there are no roads or means of communication in my constituency. The whole area is without any means of communication. In accordance with my request the Chief Engineer also visited Poonithura, Mardu, Kundanoor, Elamkulam and other portions of my constituency last year, for which I am very thankful to him. In most of the places he was not able to go along with me on account of the slippery nature of the ground. There are no poramboke lands and the so-called pathways which are barely 3 ft. wide are slippery. The Chief Engineer found it not possible to proceed further according to our programme on account of the miry and slippery nature of the ground.

I would have requested the Diwan—President himself to go to such places and see the conditions under which the people of that locality are labouring. But I am afraid if I take him when he goes along the slippery ground he may unfortunately measure his own length. (*Laughter*). I never wanted to deprive the people of the benefit of his benevolent administration for a few days or weeks by confining him to bed ; and that was the chief reason that I never made a request to him.

During marriage processions on public roads people are generally found to feast their eyes by observing the grandeur and pomp of those processions. But in my constituency also there will be many on-lookers not to see the grandeur or pomp, but to see them falling down on the slippery ground one after another. (*Laughter*). That is the one peculiarity. The bride and bridegroom in their bridal dress are thus seen falling in the miry paths when they pass along slippery grounds and people will be observing and laughing, which is practically the only recreation for them.

Over the Kundanoor bridge which is barely three feet wide a dead body cannot be taken to the church for burial. The path is so very narrow that 4 persons could not walk abreast over it.

In Kadavanthara there is no road of any kind, even a poramboke pathway. The people of this place began to petition the Government from a very long time. From the records that are available in my possession it can be seen that the first petition was sent to the Government on 23rd Kanni 1067, *i. e.*, something like 40 years ago and the reply, as seen from the order No. 6370 of 1069, dated 13th Karkadagam 1069—Rayasom No. 5885 of 1069, the then petitioners were informed that the required amount will be budgetted for opening roads in Kadavanthara in 1070. But unfortunately no road was opened. Then there were any number of petitions. The date of one that is available is 31st July 1919, to which the petitioners received the Diwan's

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Memo, PublicWorks, Department,Dis. No.196/D/95, dated 10th October 1919, informing them that the work will be considered along with the budget of 1096. Then a series of petitions and representations were made to the Diwan for all of which replies were received. When the work was not taken up according to that memo another petition, dated 17th July 1920, was sent, to which a memo was received Dis. No. 38/D/96,dated 31st August 1920, Public Works Department, that the petitioners are informed that for want of funds in 1096 the works will have to be postponed. Not only petitions, deputations were also sent, to all of which memos and replies were received to the effect that 'the work is important ; the work is necessary; but for want of funds the work was not however carried out'.

Last year also I brought home to the mind of the Government the necessity of opening the road. If it is impossible during the next year to have a metalled road I would be satisfied if the surveyed portion for the road is acquired and levelled for public use as a pathway. Now the people are transgressing upon private properties without which there is no outlet practically. The portions of the grounds that were surveyed last year may immediately be ordered to be acquired which after all may cost not much. The ditches and undulating surfaces may be levelled for public thoroughfare.

The Elamkulam road is practically a lane now. It has not been metalled. I request that the Government may be pleased to metal that road which would be a source of comfort and convenience to those people. In Mardu and Kundanoor and other places the Chief Engineer himself has seen the nature of the difficulties that the people experience for want of proper communications. I admit that good metalled roads cannot be made during the course of the year on account of financial stringency. I shall be glad and thankful if some public outlet for the people is made in the shape of a road. I have nothing more to speak on the subject except to point out the extreme necessity of communications which the Government are also aware of. It is not a luxury that I ask. It is a necessity. The people of the place are poor and hard working; and it is seen that the Vytilla constituency is the most thickly populated part of Cochin State. As such, I do request that at least some roads may be opened in my constituency. Kundanoor, Kadavanthara, and Elamkulam roads will be very important ones when they are opened, as the Chief Engineer himself had the good grace to observe. I hope that in the course of next year something will be done to satisfy the needs of the public to whom I am accountable as their elected member.

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Mr. V. K. Aravindaksha Menon.—Sir, I do not think that any Member of this Council has hitherto voiced the necessity for improving roads in this area. This is one of the reasons why Government have not taken this question for consideration till recently. I have made local inspection in this connection and have found that the works proposed are very important. The Road Board is now preparing a comprehensive list of all road requirements in the State in the order of their urgency and in that list I shall see that Kadavanthara road, the metalling of the Elamkulam road and the road in Kundanoor occupy very important places.

Dr. K. Sankara Menon.—Sir, I thank you for the kindness. My request to open roads may be taken up very early next year as the necessity is very urgent and immediate. I thank you for your kindness for promising to do the needful. With this assurance I beg to withdraw the motion.

Motion withdrawn with leave of the House.

Motion No. 11.

Mr. A. I. Mani.—As there is a cut motion with the same object and purport, standing in the name of my Hon'ble friend, Mr. Paul Mampilli, the Member for Narakkal, who is most competent to speak on this subject and as I know now that the matter is engaging the attention of the Government, I do not move it.

Hence the following motion was considered withdrawn.

Mr. A. I. Mani:—*To reduce the allotment of Rs. 1,73,771 for communications—A. Original Works by Re. 1.*

(*To press upon the Government the necessity to construct a Government briage over Nedungad river connecting Nedungad and Nayarambalam and to locate the same at a place about the centre of Nedungad to the north of Nedungad ferry*).

Motion No. 12.

Mr. A. I. Mani.—Mr. President, Sir, I rise to move *the reduction by Re. 1 in the allotment of Rs. 1,73,771 for communications under the P. W. D.*

My object in tabling this motion is to bring to the notice of the Government the urgent and absolute necessity of completing the Chalakkudi—Pariyaram road through Arachenempadam.

Sir, Pariyaram and Chalakkudi are situated on the banks of the Chalakkudi river which is the largest river in the State and floods are very frequent and they are of a devastating nature. All the villages of Elliggypara, Pariyaram and neighbouring places are under water for a number of weeks during monsoon. Especially during this period, the people of these parts experi-

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ence very great difficulty and hardship to send their children to schools, to take patients to hospitals, to attend to the work-shop and to sell their goods in the markets, and for every blessed thing which is in Chalakkudi.

In this connection, I wish to bring to your notice, Sir, that this is a road which was found imperative and so the road was sanctioned, the work undertaken, and the major portion of it was finished in 1106. In 1107 no provision was made. So petitions were sent sufficiently early praying to provide for it in 1108. Then a reply was received from the Government stating that the road will be provided for this year. So the poor innocent people naturally expected that the road would be taken up this year, only to be deluded.

Now, Sir, what do you think of the length of the proposed road and of its cost? Two furlongs long and about Rs. 2,000. A paltry sum indeed. Because the work of the road is incomplete, the people are not at all benefited by it. An incomplete road leading to nowhere serves no purpose at all. So, Sir, I would urge upon the Government the desirability of completing works already undertaken, before taking up new ones especially when the expenditure for such incomplete works is very small. I therefore commend this motion to the acceptance of this House.

Mr. Joseph Pettah.—Sir, I beg to support the motion. I support it since I, too, have some knowledge of the nature of the communications in those parts. There is greater reason in this case because after all it is a matter of spending on a work which is already undertaken and the completion of which can be effected with a very small amount of money. There is this consideration to be made that, though a good amount of money is already spent on this road, it is yet of no use to the public, and all the money so far spent is lying idle so far as the public is concerned. Only if the completion is effected the public can make use of the road, and that again can be done at a very small cost. Considering the urgent need for the road and considering also the very small amount of money that is required, I think it is only very fair that the Government should give this matter their immediate attention. With these remarks I beg to support the motion.

Mr. V. K. Aravindaksha Menon.—In the case of Chalakkudi-Pariyaram road what we attempted to do was first to complete the most difficult portion of the alignment and that forms a long field intercepted by a big drainage course. A bridge across that drainage course and the embankments have been completed and at present that road is connected on either end by the existing Panchayat roads. But according to our

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original scheme it was our intention to continue the road to Pariyaram and the cost of that extension was estimated to be Rs. 3,000 and we would have been able to provide for this if new roads had not been taken. If new roads like that from Karukutty to Murinjur can be omitted this work can be budgetted at once for next year.

Anyway this work is only an extension of the road already constructed and we shall consider. I can say generally that if there are savings during the year we may take up this work.

Mr. Joseph Pettah.—On a point of information, Sir. In the course of the deliberations of the Standing Finance Committee it was pointed out that there must be considerable tender deductions in the P. W. D. and the Government were pleased to say that this amount will be utilised on works in the order of urgency, as pointed out in this Council. Will the Government be pleased to consider this as one of those urgent works?

Mr. V. K. Aravindaksha Menon.—Yes.

Motion witharawn with leave of the House.

Motion No. 13.

The following motion was not moved and so it was considered withdrawn.

Mr. E. Ikkanda Warriar.—*To reduce the allotment of Rs. 1,73,771 for Communications Original by Re. 1.*

(*To discuss the necessity of a bridge to connect Nedungad with Nayarambalam*)

Motion No. 14.

Mr. Paul Mampilli.—*To reduce the allotment of Rs.1,73,771 for works—Communications—Original by Re. 1.*

Sir, Nedungad bridge is a subject which has been very much before the public eye recently. The people fully expected that the work of the bridge would be provided for in the budget for the next year. And then they began to question the suitability or otherwise of the sites proposed for the bridge. But to their consternation when the budget came out the work is seen to be omitted entirely. The question of constructing the bridge at Nedungad was raised by me during the last budget session. Then I pressed upon the attention of the Government that the bridge is an urgent and absolute necessity. The Government, too, I believe considered that the bridge is a necessity and said that the estimates are being prepared and that the work will be provided for in the budget of 1108. In answer to a question put by me three days ago I was told that the estimate has been prepared. Perhaps the excuse for the Government not to include this work also in the budget is the usual excuse of want of funds—an excuse easily available for the Government whenever

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they do not want to carry out a work. When various works which are not half as important as this, are being carried out and being provided for, it is no small wonder to me why this most urgent work could not be provided for. I need not speak much about the necessity of this work as I have already drawn the attention of this House on that matter on a former occasion. Nedungad is three miles long and has no means of communication whatsoever. But for the agitation of the people in connection with this bridge, the Government would not have realised that such a place as Nedungad existed in Cochin. Excepting the Revenue Officers who go there every year to collect the revenue, I do not think that any other officer ever visits the place at any time of the year. The people of Nedungad are contributing to the coffers of the Government a substantial amount in the shape of land revenue and other contributions. But do they pay this revenue to a Government which have no sympathy for them? The only work of public utility, to my knowledge, carried out by the Government for the last many years or rather from the existence of that land, was a well which cost about 200 rupees or so. That is the only work carried out in that island by the Government till now. For the last many years the people have been crying for the bridge and yet the Government have not found it feasible to provide for it even in the next year's budget. There seems to have been a suggestion that Nedungad should have a cartable bridge for which a very big amount is necessary. But I may say that Nedungad does not require a cartable bridge now. The people want only a foot bridge. The Government have estimated the cost of the bridge at about 7,000 rupees. I am of opinion that even this amount will not be necessary for a foot bridge. I am sure that the bridge could be constructed with three or four thousand rupees. The tender reductions would come to a good amount and so the cost of the bridge in my view will not come to a high figure. Cannot the Government spend this amount to provide for an urgent need of a long suffering people who pay as much amount, if not more, by way of revenue every year? So I press upon the attention of the Government that this bridge may be constructed next year itself, meeting the expenditure at least from the savings that the Government may be able to make from other sources.

Mr. V. K. Aravindaksha Menon.—The construction of the Nedungad bridge is being held up, pending a decision on the question of site. The locality has produced two parties one wanting the bridge to be located at the centre of the island and the other at its southern end. It appears that the question

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will take long to decide and so we did not make provision for the work in 1108.

Mr. Paul Mampilli.—So may I take it that when the site is finally settled the bridge will be put up? I understand that the Diwan also is going to visit the locality next month and I am sure the site will be settled in one place or another. So may I take it that the bridge will be put up immediately after that?

Mr. V. K. Aravindaksha Menon.—I canot say that. An earnest attempt will be made to provide for the work as early as possible.

The motion was, with leave of the House, withdrawn.

Motion No. 15.

Mr. E. Ikkanda Warriar.—*To reduce the allotment of Rs. 1,73,771 for Communications—Original by Rs. 10.*

Sir, I have tabled this motion to discuss the urgent necessity of constructing an embankment and bridge over the Perimpillisseri ferry. I do not think a long speech is necessary to bring home to the Government the urgent necessity of this embankment and bridge. This subject had been before the House, I think, ever since the inauguration of the Council. I am sure I used to bring it at least two times every year to the notice of the Government and the Government used to promise me that they would attend to it as soon as possible. For the first two or three years they considered whether this embankment and bridge was necessary. They ultimately decided that it was necessary. Then the usual question of funds arose. I moved in this session last year a resolution and the Government was pleased to accept it. They told me that the estimates were ready and they would take up the work as soon as possible. Sir, I expected that it would be provided for the next year's budget. But it does not find a place there. I know what the Government would tell me now. But that does not deter me from raising this point again because, Sir, I am resposible to a constituency and I must tell its members that I, on my part, have done my duty in this matter. I know that you will give some excuse or other. I have absolutely given up all hops of getting a bridge for that place because the Government, if they wanted, could have found it possible to give me one this year itself. If I were to ransack old records as the Hon'ble Member for Vytilla did I would have been able to bring petitions from as early as 1084 or 1086. There had been a series of petitions from that place. A series of accidents have taken place there. During floods while students were crossing that ferry their boats have capsised and many found a watery grave. Even after such

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fatal accidents Government have not deemed it necessary to take up that work. I have the only consolation that I have done my duty. I have done all that is possible for me to do under the Legislative Council Regulation so far as this bridge is concerned. I may conclude by saying that I shall bring this matter again in the next Council and waste half a sheet of paper for every session so long as I am a Member of this Council.

Mr. K. Ayyappan.—On a point of information, may I know whether the Member wants a bridge or an embankment?

Mr. E. Ikkanda Warriar.—I want an embankment and a bridge. It has to go through a paddy land. There is no river there. It is only a *Kayal*.

Mr. V. K. Aravindaksha Menon.—Sir, this work is again one of those which Government thought to be very desirable. In fact I had received many Official Memorandums and special reminders for submitting an estimate. This estimate has been submitted to Government. But no allotment is seen provided for 1108. Personally, Sir, I must say that I too am sorry that the work is not scheduled for execution next year. The estimate comes to about Rs. 30,000. The moment Government can find funds for this work we are in a position to start it. So this also reduces to question of funds. But if the Member can suggest funds by omitting other works in the budget I shall be only too glad to consider it.

Mr. E. Ikkanda Warriar.—Sir, by asking me to suggest sources of amount for undertaking the work, I am afraid that you are inviting me to tread on dangerous, nay, forbidden grounds. I have anticipated this and have tabled motions which will come up for discussion in due course. I have suggested that the construction of the Diwan's quarters may be stayed until better time comes. (*Laughter*). You may all laugh at it. But if you give an unbiased consideration to this question, you will be convinced of its soundness. Don't think that it is mine own suggestion. Some of our peoples are very keen and clever. They know—I do not know how—long before the preliminary edition of the budget is out that this work has not been provided for and asks me to agitate for it once again. I tell them that there are no funds, the figures in the budget have all tallied, there is only a small surplus of about two lakhs and this the Government require to be kept as a reserve. Out comes the reply "How do you find funds for such unnecessary or at any rate less urgent works as the Diwan's quarters, the college works and the like? By the time the Diwan's quarters is completed, his term of service will expire. The next Diwan may not stop there and the building may have to be left vacant. Again why spend so much money for an institution intended

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for the mass production of graduates? Can we not wait at least until the economic depression is over? We have no money even to send our children to the College. Where does the Government get money for all these? The question of fund never arises when the Government wants to do a thing." Sir, it is in this strain that they talk. There is considerable force also in what they say. A road in a place where there is none will help these poor villagers to market their produce and enable them to get a higher price than before. This increase in the price is not a small thing to them.

Sir, I can suggest many other sources like these. But what is the use? I know the temper and attitude of the House in matters like these. An optimist by nature, I am gradually becoming a pessimist in matters like these. So my suggestions of retrenchment especially those relating to the college works will not be acceptable to the Government. I therefore beg for the leave of the House to withdraw this motion.

The motion was, with leave of the House, withdrawn.

Motion No. 16.

Mr. P. Kumaran Ezhuthassan.—Sir, I move *that the allotment of Rs. 2,19,529, for repairs including maintenance be reduced by Re. 1.*—"To urge upon the Government to allow officers of the D. P. W. not below the rank of an Assistant Engineer to cause to be removed trees on the road side dangerous to traffic and to allow Overseers (D. P. W.) to dispose of wind-fallen trees". The avenue trees are all now under the Agricultural Department. And the very kind-hearted Superintendent of Agriculture we had and his successor now in office seem to be very partial to the old trees. They are rather unsympathetic towards their children on the road side. There are a good many of them above the pensionable age and the Agricultural Superintendent does not like the idea of removing them from the road side. Whenever the idea of removing these old trees which are absolutely dangerous to traffic is suggested to the Agricultural Department it is with very great reluctance and after a long delay that the said department proposes to remove a few of them. The roads being directly under the control of the D. P. W. and the D. P. W. being the persons who know the needs of the roads much more than the Agricultural Department it is but fair that the D. P. W. is allowed the discretion in the matter of removing the undesirable trees. It is to press this aspect of the thing before the Government that I have tabled this cut. I therefore, commend the motion for consideration by this House.

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Mr. Joseph Pettah.—Sir, I beg to support this motion. I am glad that here at least there is a motion on which the usual reply of 'no funds' will not be advanced. It is only a case of improving matters as between Departments. The other day I had occasion to go to Kunnamkulam and I was terribly afraid to pass under those banyan trees which are perhaps centuries old—especially after hearing about the accident at Madura where a whole bus was smashed by a falling banyan tree. The truth is that many of these avenue trees are on the point of falling; especially those along the Kunnamkulam road are in a very seriously dangerous condition. They seem to have lost their balance and they may fall down at any moment. I sent up a question to draw the Government's attention to this fact; but I was told that Government were not aware of it and that occasional inspections are carried out all along these roads and that these inspectors take note of the condition of the trees on these roads. I doubt very much whether any such inspecting officer has passed along the Kunnamkulam road for the last so many months; and if at all he has done so, I am sure he has not cared to note the condition of the trees along that road. Many of them should be cut down immediately. That is one point.

Another is that the fallen trees take a long time to be removed. It is my own experie nce, having had occasion to travel in buses very often, that the department concerned at present does not take the trouble of removing the fallen trees immediately. It is a very serious obstruction and on account of such obstruction it is not unlikely that accidents would be caused. All that is because the fallen trees could not be removed except by the Revenue authorities, as I understand. Now the persons, who are directly interested in removing such obstructions, and who should, therefore, have the direct control in such matters, are the officers of the D. P. W., because the safety of the roads, the maintenance and control of the roads are entrusted to them. And, therefore, it should be their duty to see to the removal of the fallen trees. It is to these officers that information regarding these matters is first brought. If they are to carry on lengthy correspondence with the Revenue Department before they could get i the trees removed, it would necessarily take a very long time Therefore, for the safety of the passengers, and for the safety of the bus and such other traffic along the roads, it is much more desirable that the control of the avenue trees in these matters must be given to the Department of Public Works. I do not think the Government are going to lose anything by entrusting this work to the D. P. W. Nor do I think the D. P. W. will shirk this responsibility.

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Another thing that those, who are now responsible for the planting of avenue trees, do is that they care more for the revenue than for the shade. In the planting of avenue trees they have to pay more attention to shade and such other considerations that are pertinent to the purpose of the roads. I find on some roads, especially on the road leading from Irinjalakkuda to Kattur, all the avenue trees are cocoanut trees. I was simply surprised that cocoanut trees were chosen as avenue trees. They do not give any shade at all. I do not say absolutely, but they give very little shade. Therefore, they would be less desirable so far as the purpose of avenue trees is concerned. I think if it were left to the D. P. W., such mistakes would not have been committed. They would be careful to look to shade and such other considerations pertinent to roads, rather than to the revenue to be derived from the avenue trees. Therefore, for various reasons such as the speedy removal of fallen trees, the prompt cutting down of dangerous trees, and the planting of suitable trees, it is very desirable that the maintenance, control and such other functions connected with the avenue trees, be given to the P.W.D. Therefore, I beg to support this motion.

Dr. A. G. Menon.—Sir, I want to bring to the notice of the Government that our roads are generally very narrow and the plantation on both sides undertaken by the Agricultural Department is vigorously going on. Not only that the removal of trees but also the planting of new trees are to be entrusted with the P. W. D. Our trunk roads in very many places are only 20 feet wide whereas in British Malabar the roads are 40, 30 and 25 feet wide; 25 is classed as 3rd class roads. I am sure only very few roads in our Cochin State will be roads of 2nd class type. So the plantation must be at least 20 feet from the centre of a road. Now plantation is carried on by the Agricultural Department, instructions should be given to that department.

Mr. E. Ikkanda Warriar.—Sir, I wish to add one word. It is not exactly on the motion. It is to make some correction in the reports of the proceedings of the Standing Finance Committee issued by the Government. The suggestion of the Hon'ble Member for Adoor that cocoanut trees should not be planted on the side of roads was attributed to me in the report. In fact I don't agree with it. I have found these cocoanut trees growing very well in several roads. They are very useful and profit-

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able trees. I think it is better to leave this question in the hands of the Agricultural Department. I do not think it works more danger to the public than any other trees.

Mr. V. K. Aravindaksha Menon.—Sir, the maintenance of the avenue trees are generally carried on by the P. W. D. in Travancore, but the maintenance of the same is done by the Agricultural Department in Cochin. It is also done on principle. They know to plant trees and they know the particular kind of soil to which a particular kind of tree is suited. The avenue trees will also bring in a considerable amount of revenue. I have also been working in collaboration with the Superintendent of Agriculture in the matter of planting these trees. I have made it an inflexible rule that no tree should be planted nearer than 22 feet from the centre of the road. If that is followed a width of 40 feet of riding surface on the road can be obtained.

And regarding the matter of removal I think the persons who plant the trees should be the authorities to remove them also. Otherwise there is possibility of a certain amount of clash between two departments which it is desirable to avoid. But in all cases we shall take more prompt measures in informing the Superintendent of Agriculture in the matter of removal of weak trunks of trees so that they may not fall down during a storm.

Dr. A. G. Menon.—May I know whether the Agricultural Department follows the direction of planting trees at a distance of 22 feet from the centre of the road?

Mr. V. K. Aravindaksha Menon.—This rule was fixed only from last year onwards because I saw that they had been planting trees rather too closely.

Mr. Joseph Pettah.—Is there any possibility of dissension in the matter of removing fallen trees?

Mr. V. K. Aravindaksha Menon.—Now there is another complication. As soon as a branch falls down it becomes the property of the Revenue Department. I think they are taking prompt action. But the Public Works Officers are also allowed to remove the fallen trees and charge the Revenue Department for the expenditure.

Mr. P. S. Kesavan Nambudiri.—Sir, I do not think that the Government is right in saying that the department which is planting the trees should be authorised to remove them. What is the harm in allowing the removal of trees by another department when they think that there is danger to the public? It is only a divison of labour. Moreover it is the Public Works Department which is more capable of understanding whether one tree is dangerous to the public or whether it is in a rotten

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condition or not. Therefore I do not think there is any harm if the P. W. D. is authorised to remove those trees which may be found dangerous to the public.

Mr. A. Eachara Menon.—I think we have been beating about the bush. I do not think that any technical knowledge is necessary for planting avenue trees. In all places the P. W. D. generally do this and our Overseers and Assistant Engineers are not lacking in this knowledge. As a matter of fact I think during the time of Mr. Krishnan Nayar, the Chief Engineer, he tried his level best to have the control over the avenue trees. But however the Government did not sanction and so the matter stands as it is now. I think it is better to hand over the management of avenue trees to the Public Works Department.

മിസ്റ്റർ കെ. അയ്യപ്പൻ.—ആരായാലും മുറിച്ചുനീക്കാൻ ചുമതലപ്പെട്ടവർ അങ്ങനെ എന്തുകൊണ്ടു ചെയ്യുന്നില്ല?

റാവു സാഹിബ് മിസ്റ്റർ ടി. വി. കൃഷ്ണരങ്കയ്യർ.—ചെയ്യുന്നുണ്ട്.

മിസ്റ്റർ കെ. അയ്യപ്പൻ.—എന്നാൽ പിന്നെ എന്താ വിഷമമെന്നു മനസ്സിലാകുന്നില്ല. ചുമതലപ്പെട്ടവർ ആരായാലും അവരെകൊണ്ടു അവരവരുടെ ജോലിചെയ്യിപ്പിക്കണമെന്നെയുള്ളു. അല്ലാതെ ചുമതല വേറൊരു വകുപ്പിലേയ്ക്കുമാറ്റിയാൽ പ്രയോജനമുണ്ടെന്നുതോന്നുന്നില്ല.

Mr. V. K. Aravindaksha Menon.—We shall pay particular attention to that.

Mr. P. Kumaran Ezhuthassan.—May I know what particular attention you promise to pay? Is it to see that they are removed from the road?

Mr. V. K. Aravindaksha Menon.—Yes. To see that the fallen trees are removed.

Mr. P. Kumaran Ezhuthassan.—Sir, the reply given by the Government does not seem to be very satisfactory. The argument that he who does the work of planting and tending is the best authority to remove it also, is perhaps good in principle, but in practice it presents difficulties. It is that that I wished to point out to the Government. The father is not likely to lay violent hands upon the son even in cases of need. The exact position is that on the road side there are very many old trees which have to be removed. Any passer-by could understand that there are very many old trees on the side of our roads eminently fit to be removed. Their very existence there shows the unwillingness on the part of the persons who have been responsible for their planting to remove them from these places. It is that unwillingness or that tardiness on the part of the Agricultural Department that induced me to table this cut motion.

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That aspect of the case has not been met by the reply given by the Government; and it is further seen that as far as wind-fallen trees are concerned, a third party comes into the scene, somebody other than the planter, and the D. P. W. It is the Revenue Department that comes in. If the question of planting and tending is to be considered in the matter of removal, if that argument is pressed a little further, I believe, the Hon' ble Member for Public Works will find himself in a very awkward position. His department is not a department which will bring much money into the coffers of the Government. It is a department that spends much money and that usefully.

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—A lot of Tolls' revenue.

Mr. P. Kumaran Ezhuthassan.—So, what I press is that the necessity for removal exists and any amount of correspondence between the Department of Public Works and the Agricultural Department is not likely to induce the Agricultural Department to do things properly and promptly. It is but fair therefore that the Department of Public Works itself takes the matter in its hands so that these undesirable trees will be removed soon. It is an impossibility so far as the Public Works Department is concerned, unless it has got power to do it. Therefore I press this motion.

Mr. E. Ikkanda Warriar.—On a point of information. Has there been any difficulty? Are there cases in which the Department of Public Works found it difficult to get the consent of the Agricultural Department to remove the trees which have been found weak or desirable to be removed?

Mr. V. K. Aravindaksha Menon.—There were several instances where there were considerable delay made by the Agricultural Department for the removal of the trees.

Mr. C. Barton Wright.—Have not the Department of Public Works the consent of the Agricultural Department?

Mr. V. K. Aravindaksha Menon.—Yes.

Mr. P. Krishna Menon.—Is the delay confined to the falling trees?

Mr. V. K. Aravindaksha Menon.—No. The delay is in regard to trees the branches of which are considered to be weak or liable to fall down during storms. Those trees were suggested for removal. But it takes some time for correspondence before the evidence of any tangible results.

The motion was put and carried.

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Motion No. 17.

Mr. A. Eachara Menon.—*To reduce the allotment of Rs. 3,98,305 for Civil Engineering communications by Re. 1.*

Sir, every year tender deductions are going up by leaps and bounds. It is to a certain extent due to the want of mending the schedule of rates of the Public Works Department. It is certainly not due to the cheap labour that is possible to get now-a-days in these parts. In my place, the labour is not at all cheap. It was very cheap before the War and it went up and doubled itself during the War and it stands still there, even though the price of paddy has gone down. It is mainly due to the want of work for these people who are professional contractors that they have been contracting with the Public Works Department. They have no other work, and they go on competing—a most unhealthy competion. Those who are charged with looking after their work, especially that of checkmeasuring metal collection, will find that the quality they produce is far inferior to those that they have been producing before, and that therefore some reduction was necessary in the payment. But humanity insists on the persons going there to be humane, that these people may not suffer. I had occasion to compare the metal collected in the Chittur Town roads with those collected for Public Works Department. The collection of the Public Works Department are far inferrior regarding the contracted measurements of the metals. They are very far below the rank. They need only the sight of the big rollers to turn into powder. Such being the case, if the tender dedutions are taken away from these roads, those roads after the first maintenance will be deprived of their second dose of metal and as such it is possible that those roads will be very bad. We can now find in the roads that have been already maintained certain places which have a disposition to form ruts. These places have to be treated a second time with metals. For that we want money. This amount was taken away last year to pay the contractors in the Anappara College Scheme, which ought to have been paid in 1106. In 1107 the amount budgetted was for the Ernakulam College. So it would not be fair to take that allotment. I understand that the Public Works Department took away all the tender deductions to pay these bills. Further in the matter of buildings no building had been finished without having some sort of deviation. Wherefrom are we to get money for these deviations? So, I think that a hard-and-fast rule allowing the tender deductions to be utilised for new works

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would not work well. These tender deductions as far as possible must be used for the works for which the deductions are made. With these words, I commend this motion to the acceptance of this House.

Mr. E. Ikkanda Warriar.—Sir, I am sorry I have to oppose this motion, and my reason is this. So far as the road works are concerned, I think the average tender deduction will be about 25 per cent. I know cases in which there have been reductions to the extent of 35 per cent. It will be on an average 25 to 35 per cent and I am sure that amount will not be necessary for any work in that road itself, unless it be for packing the sides of the roads or some such other things which may not be absolutely necessary. It may be necessary for the beauty of the road. But there will be other works to be attended to which will be more important and useful than this. Of course, if there are tender deductions and if small amount is necessary for mending up this portion or that or beautifying the place, I have no objection. But as we find that the tender deductions are mounting up to big amounts it is highly desirable that they should be utilised for urgent works not provided in the budget. We had raised this point in the Standing Finance Committee and the Government was pleased to accept the principle underlying it. I hope that the Government will stick to that principle. With these few words, I oppose the motion.

Mr. Joseph Pettah.—I also am constrained to oppose this motion. The interpretation given to tender deductions by my Hon'ble friend, the mover of this motion, I think, is not the correct one. The present tender deductions are really due to the fall in prices and wages and also to the fact that the Government estimates are still made on the old rates. Even in these days we find that the rates for the mere maintenance of roads, are in some cases as high as Rs. 650 per mile. I speak subject to correction. And then there is the fact that prices and wages have fallen. It is a very obvious fact. No argument is required to prove it. My Hon'ble friend the mover has said that in some parts of his constituency wages still remain high in spite of the fact that prices have fallen considerably. I can only say that it is an exception which may not be found in other places, an exception which is against all economic laws and also against the facts of everyday experience. Therefore, I once again say that in his interpretation of the tender reductions, he is mistaken. The tender deductions are due to the fact that the same works now can be done at less cost. For example, in the Trichur Municipality, even, when works are given out by the Municipal authorities, in early days it was only 10 per cent

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deduction.But now they give the works at 20 per cent reduction. Even in previous years, tender deductions amounted to 10 or 15 per cent. Now they are more, because contractors see that they could get the works done at cheaper cost. We must also remember that these contractors are people who have been making a good deal of profit. It is said that if a man wants to become rich very rapidly, there is the contract work. So, it is considered to be one of the ways of becoming rich, rather rapidly. Perhaps, once in a way a contractor may trip up and fall. But that is not in the ordinary course of things. Thus, then, we find that things can be got at much cheaper cost now than previously. It may be true that these high tender deductions may be used by the contractors as a pretext for making bad roads. "Well", they might say to the officers, who go for checkmeasurement "with 50 per cent or 35 per cent tender deduction how could you expect us to make the roads better than this". For this the proper remedy is for the authorities concerned to exercise proper vigilance. If the Overseers, Assistant Engineers and others concerned in measuring or checkmeasuring the roads would do their duty properly, I am sure there will not be any bad construction of roads. Therefore the contention that tender deductions should be spent on the very same roads themselves, seems to be a contention based on a misconception of the nature of these tender deductions. On the contrary, seeing that these are moneys which are unnecessarily budgetted for certain purposes, moneys, which if liberated, could be made use of for many other urgent works in other parts of the State, it is only reasonable to lay down that, as a rule, tender deductions should not be spent on the very same works out of which they arose, but should be spent for the undertaking of other works. It may be that occasionally a case may come where the tender deduction will have to be spent on the same work. I do not deny that. I do not want that there should be a hard-and-fast rule that tender deductions should invariably be spent outside. To make it on the contrary a hard-and-fast rule that tender deductions should be spent on the very same roads themselves would be quite unreasonable. In that case, there need be no tender deductions at all. Works may be given according to estimate rates. They may be given to any contractor; at best the Government will have the freedom to pick and choose their contractors. Therefore, seeing that there is no case made out for the spending of tender deductions on the self same roads; but that there are on the contrary many advantages to be gained by adopting the opposite rule, I oppose this motion, and I hope this House will turn it down.

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Dr. A. G. Menon.—On a point of information. Whether there has been any revision of the rates to be paid to the contractors or of the cost of materials that are purchased by the Department?

Mr. V. K. Aravindaksha Menon.—We are now preparing a revised schedule of rates for all works in the department on account of the fact that we find that the contractors are able to tender for very much lower rates than they were able to do hitherto. As soon as these rates have got the Government sanction, I don't think the contractors would be able to put any such high tender deductions. Then the question of tender deductions itself will not assume such an important role.

Dr. A. G. Menon.—Was there any revision whatsoever for the so many years of the schedule rates?

Mr. V. K. Aravindaksha Menon.—The schedule is being revised every year. But now when the value of labour has gone much lower than what could be reasonably anticipated, we are revising the schedule more carefully. The rates will now be reduced considerably from what it is at present.

I may also add that it has been our accepted policy to utilise the tender savings of a certain road on that road alone. We find that even though there is a grant of Rs. 670 or Rs. 700 a mile for a road, it is not possible to maintain the road surface with that degree of excellence as we wish. For example, the Moongilmada road referred to by the Member for the Chittur Rural Constituency.—

Dr. A. G. Menon.—That is the next cut.

Mr. V. K. Aravindaksha Menon.—Yes, the Moongilmada road deteriorates within two years, while our provision is to renew the roads only once in four years. If we can get some saving from tender deductions, we can use it on the same road to effect special renewals, improvement of drains, so on. So our policy is to utilise the whole allotment for a certain road on that road itself. So, I state that both the mover and Government agree on this point.

Mr. Joseph Pettah.—On a piece of information, may I ask whether any such renewal is required in that year itself?

Mr. V. K. Aravindaksha Menon.—The roads are not completely renewed in any year. We renew only a portion of the road, one-third or one-fifth. For example the Shoranur Road is 20 miles long and we renew about 25 to 30 furlongs every year. By this means, every furlong will get a renewal once in say, five years or so.

Dr. A. G. Menon.—You mean Shoranur-Trichur road.

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Mr. V. K. Aravindaksha Menon.—In our Budget the Shoranur Road is divided into two sections, one in the Trichur Taluk and the other in the Talappilli Taluk. The distance from Trichur to Shoranur is about 20 miles.

Mr. Joseph Pettah.—It will not be spent within that area for which the allotment is made, but outside that area on the same road.

Mr. V. K. Aravindaksha Menon.—If you look into the budget grant for roads you will see that 'a rate per mile' is given along with the length of the road. The total allotment for the road is spent in renewing a certain proportion of the length usually varying between 20 and 25 per cent of the total length.

Mr. A. Eachara Menon.—No amount of theorising by economists, pedagogues and such other arm-chair politicians would mend matters in the Public Works Department. It is a department of works. The wearer alone knows where the shoe pinches: Anyhow, since the Government has accepted the significance of the motion, I beg the leave of the House to withdraw.

Motion withdrawn with leave of the House.

Motion No. 18.

Mr. A. Eachara Menon.—*To reduce the allotment of Rs. 3,98,305 for Civil Engineering—Communications by Re. 1.*

The Hon'ble Member for Engineering has already referred to the case of one of the roads Vannamada-Moongalmada. I may be allowed to make a layman's suggestion. That road gets out of order, I fear, owing to the sub-strata being of alcaline matter in the road. Unless the road is maintained by putting bigger metals or boulders as a first dose, I do not think the road will ever become serviceable. It has been so for the last so many years. Some 4 years back, it was very well maintained. It went out of order in the second year. I understand that the Chief Engineer had been to the place a month back and that he found that the road was in a very bad condition, and not as he said a couple of days back, that the roads in the Cochin State are as good as the roads of any other place, for he had also gone to the Coimbatore side and saw the roads—and those roads are in very good condition now. Regarding the Nalleppalli-Erattukulam road I have been asking for the repair of that road for the last so many years. It is in the same state now. It is a narrow winding road with a bridge with more than one hole in it and the approaches to the bridge are so washed away by rain water that if the driver is not a little careful he will slip into the river. My constitutency has been very kind to me hitherto. The particular people using the road have been very hard to me last year and it is not their fault. I have been representing this matter for the last so many

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months and I had been getting the reply that it would be attended to early. I generally do not go to the Council for such purposes. I meet the officers and represent the matter to them. They have been invariably kind to me. But with regard to this road when I approached the Assistant Engineer he said it would be taken up last year. Next year came and I asked. Then he said there were no funds for it. That has been the case. I do not know why the Government fight shy of this road. I request that the Government will be pleased to find some money for putting this road in order at least next year.

Mr. V. K. Aravindaksha Menon.—I admit that the Moongalmada was not in a very good condition when I went there. But about 60 per cent of the road is in a good condition. When you are fancying a road if you find one furlong in a bad condition you go with the impression that the whole road is bad. About 30 per cent of the Moongalmada road is bad, but with this year's maintenance I hope it will be in a better condition. The maintenance allotment for that road is 670 rupees per mile. The maintenance allotment of a road which has got the same traffic, that is the Vaniampara road is Rs. 1,000 a mile. I think the allotment of Rs. 670 per mile is insufficient for the Moongalmada road. Yet we have got in our budget a special allotment for special renewals of roads. I think I shall be able to divert a greater portion of that money on this road and make it in a better condition next year.

Motion was, with leave, withdrawn.

Motion No. 19.

Dr. A. G. Menon.—*To reduce the allotment of Rs. 3,98,305 for Communications by Re. 1.*

I have first to thank the Chief Engineer for renewing the sign-boards within a fortnight from Shoranur to Ernakulam. While I was travelling the other day after the Installation, no board could be deciphered from Ernakulam to Shoranur. This time while I was passing I found out that they are almost in good condition. I don't know whether with the same speed sign-boards in other roads were also renewed, and even after the renewal there is another difficulty felt. Sir, complete directions are not shown. Where roads cross the sign-board shows only one direction. Take for instance Irinjalakkuda road, where it meets the trunk road from Shoranur to Ernakulam; Irinjalakkuda side alone is shown. A man if he wants to go to Trichur he might not be able to understand in which way he is to go. It is for the convenience and comfort of the travellers that sign-boards should be distinct and properly put. There is no

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use of putting only one board to Ernakulam alone. Where the 4 roads meet it would be rather difficult for the passengers to know which side to travel. This subject was under consideration ever since the Council was installed. Because I myself was about to plunge into the Chalakkudi river at about 4 o'clock in the morning. Ever since I have been crying for these sign-boards.

During the time when Mr. John Kurian was the acting Chief Engineer an allotment of Rs. 1,600 was budgetted for. After that some iron and tin sheets were put up. But they were all spoiled during the course of an year. It was rather impossible to decipher due to mischief and in certain cases they lost shape. The other day when I went to Enamakkal similar miserable sheets were seen put up on a sign board and we could not even understand which way we should go, as there was no letters even. I went in company with Mr. P. Krishna Menon. I only want to draw the attention of the Government to this and to bring it to the notice of the Chief Engineer. With these I don't move this cut motion.

Hence the motion was considered withdrawn.

Motion No. 20.

Mr. Paul Mampilli.—*To reduce the allotment of Rs. 3,98,305 for works—Communications by Re. 1.*

Sir, this cut is tabled to urge upon the Government the necessity of consolidating the road metal now spread on the Narakkal-Pallippuram Road. The people find it absolutely impossible to walk along the road since the metal is spread. Laterite stone metal has been thrown upon the road and have not been rolled at all. Since the road is impassable the people have to walk through the neighbouring compounds. And further if the metal is left in this fashion all the metal would disappear in no time. People will carry this away for their own use. Thus the whole thing would be wasted. I had occasion to draw the attention of the Chief Engineer regarding the inadvisability of spreading the metal before the construction of the bridges were completed. Metalled roads are chiefly intended for vehicular traffic and not for people to walk along. The original unmetalled path would have been sufficient for people to walk alone. Without constructing the bridges no vehicular traffic can pass along that way, for there are many canal cutting the road and bridges have to be constructed over them. Of course we are thankful to the Chief Engineer for having provided for three bridges in this budget. But they won't suffice; some more have to be constructed if the road is to become useful for traffic. We believe they will come in the near future. I don't

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think it will cost much to roll the metal on the road. Perhaps a couple of hundred rupees would be sufficient. I pray that for the convenience of the people to walk along, the Government would immediately look into the matter and do the needful.

Mr. V. K. Aravindaksha Menon.—My information is, Sir, that out of five miles of road recently constructed only about a mile is n ot properly rolled. These roads were recently renewed, and I have asked the Assistant Engineer to get the road rolled properly. He told me that the work was not completed and it will be done in the natural course.

Mr. Paul Mampilli.—May I know whether any portion of the road is rolled?

Mr. V. K. Aravindaksha Menon.—My information is that 3½ miles of the trunk roads have been rolled.

Mr. M. A. Chakko.—From which end of it?

Mr. V. K. Aravindaksha Menon.—From Ayyampilli.

Mr. M. A. Chakko.—Sir, I rise to support the motion. As the Hon'ble Member for Narakkal has said we prayed for a paved road and we got a road which is neither paved nor unpaved and people find it very difficult to use that road, because the metal is spread, but not rolled and the road is unfit for human feet to tread on. It is neither fit for vehicular traffic nor foot-traffic. It has been in that condition for the last six months or so. We thought in the dry season that with the early rains something would be done. Now that expectation is also going to end in disappointment, because the year has already closed. It is very necessary that the portion of the road over which metal has been spread must be brought to proper condition so that people might have the use of the road either for foot traffic or for vehicular traffic. As the Hon'ble Member for Narakkal said, vehicles could go only if the bridges are completed. Till then the road must be kept fit for foot passengers. This information I give the Hon'ble Member for Public Works. I may say that it is correct as far as the northern end of the road is concerned. I think the condition of the southern end of the road is testified to by the Hon'ble Member for Narakkal. So the matter requires the early attention of the Government. With these words, I support the motion.

Mr. V. K. Aravindaksha Menon.—Sir, the matter will be looked into as early as possible and if anything is necessary, I shall see it is done.

The motion was withdrawn with leave.

Motions Nos. 21 and 22.

The following motions were not moved and so they were considered withdrawn.

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21. Mr. E. Ikkanda Warriar.—*To reduce the allotment of Rs. 42,000 for construction of quarters to the Diwan by Re. 1.*

(*To bring to the notice of the Government the general feeling that this work may be allowed to lie over until the economic condition improves.*)

22. Mr. A. Sankara Poduval.—*To reduce the allotment of Rs. 42,000 for Buildings—Original, Quarters for the Diwan by Rs. 20,000.*

(*To discuss the feasibility of postponing payment of Rs. 20,000 to 1109 M. E. out of the Demand for Rs. 42,000 in view of the existing financial stringency.*)

Motion No. 23.

Mr. A. Sankara Poduval.—*To omit the allotment of Rs. 20,000 for Valans' huts at Pachalam.*

I beg to move that the whole allotment of Rs. 20,000 for Valans' huts at Pachalam be not sanctioned by this House. As this House might be aware, the Valans belong to a backward community, who has been doing great service to the State in the shape of carrying passengers in boats through the backwaters, carrying Princes and officers of the Government. In view of their indigent circumstances, the Cochin Durbar was pleased to grant them some little concession in the shape of providing huts to live in. The present site has been considered as a gift of His Gracious Highness the abdicated Maharaja. Now, under the pretence of alleged town improvement, their habitations were condemned as filthy. Their mode of life was condemned as unhygienic, and on the ground that the surroundings have become insanitary, it was suggested that they should be driven away elsewhere. There are localities within the Municipal limits of Ernakulam, which are more stinking than the premises occupied by these Valans and the remedy seems to be to make the premises wholesome and sanitary, to inculcate lessons of hygiene and sanitation into these people. Instead of doing this what is the idea proposed. To drive them away to Pachalam, as if they could be made to live according to hygienic principles at Pachalam. Government could not make any distinction between Pachalam and Ernakulam. The best way would be to train them in hygienic living. Compelling them to go to Pachalam does not improve matters. If their present habits be objectionable, Pachalam would also be made insanitary when they go there. Therefore that cannot possibly be the reason.

It is seen from the last year's budget that the idea was to give the site now occupied by the Valans to the Burmah Oil Company or some other Company. I find that about a hundred families of Valans live in that locality, and that the majority of

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them are opposed to shifting to Pachalam where they believe they could not make any living at all. Most of them are labourers and they find they can get work in the bazaar and on the foreshore. Now to drive them away to Pachalam will be inhuman and cruel. These people are still in a backward condition and are mostly poor.

Inasmuch as there is a strong opposition to shift to Pachalam, the expenditure of a large amount of money to provide huts for people who do not want to shift, seems to be rather ludicrous. First of all, if it be finally settled that there should not be any colony of Valans within the Municipal limits it has to be ascertained whether they would be agreeable, to take up quarters elsewhere with money help from Government. It is only as a last resource that the Government should provide money for quarters at Pachalam. I know there are other localities more conveniently suited to their requirements. Why drive them away to Pachalam? And lastly on account of financial stringency this scheme may well lie over. Why spend this Rs. 20,000 when the Government says that they are short of funds. When it comes to a question of finally driving them away, which I think is a policy which should not be accepted by this House, then it will be time to consider to provide quarters for them, for such of them as desire to get Pachalam in 1109. On these grounds I submit that the House will be pleased not to grant any amount out of the Rs. 20,000 raised under this allotment.

Mr. Joseph Pettah.—On a point of information. May I know whether the Government are aware that there is a large section of the Valans objecting to their shifting to Pachalam?

Mr. V. K. Aravindaksha Menon.— A few families have objected to it and some have consented.

Mr. P. Krishna Menon.—On a point of information. Is this Rs. 20,000 provided under any comprehensive scheme of providing houses or is it only a lump sum provided?

Mr. V. K. Aravindaksha Menon.—An estimate for providing 120 huts at Pachalam was prepared and this is a part provision from that estimate. That estimate is about Rs. 38,000.

Mr. P. Krishna Menon.—This estimate is for how many huts ?

Mr. V. K. Aravindaksha Menon.—This Rs. 20,000 is intended for the construction of about 60 huts.

Mr. P. Krishna Menon.—And how many families have consented to shift to Pachalam ?

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—About

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Mr. P. Krishna Menon.—This is intended for the accommodation of 60 or 65 families who have agreed to shift. Has any provision been contemplated in the case of those Valans who are not willing to shift ?

Mr. V. K. Aravindaksha Menon.—They will be paid compensation for the huts they will have to vacate.

Mr. P. Krishna Menon.—That answer refers only to the compensation when they are compelled to quit. Is there any provision for keeping them anywhere ; because the provision made here is only for 60 huts and 65 families have been found to occupy these places. What about the rest who will have to shift ?

Mr. V. K. Aravindaksha Menon.—They will have to find their own accommodation. They are not willing to shift to Pachalam and they say that they can find accommodation elsewhere.

Mr. P. Krishna Menon.—You have budgetted only for 60 huts and you have got 65 applicants here. What about the rest ?

Mr. V. K. Aravindaksha Menon.—I do not quite understand the Member.

Mr. P. Krishna Menon.—This provision of Rs. 20,000 is intended for providing house accommodation for about 60 families and there are 65 families who have already consented to shift to Pachalam. There are others who have not consented to shift, but who will be driven from the place they now occupy. Any provision contemplated or made for accommodating persons whether at Pachalam or any other place ?

Mr. V. K. Aravindaksha Menon.—The exact method of compensating those who are not going to Pachalam has not yet been settled. We are now only constructing huts for those who have consented to go to Pachalam.

Mr. P. Kumaran Ezhuthassan.—May I know what this Rs. 9,401 is? Is it to be spent in 1107 or has it already been spent ?

Mr. V. K. Aravindaksha Menon.—It can be taken as already been spent this year. It will be spent this year.

Mr. Paul Mampilli.—There are some Valans requesting the Government to give them money on the security of their building. Have the Government any idea in giving them this loan ?

Mr. V. K. Aravindaksha Menon.—The exact method of compensating those who are not willing to go to Pachalam has not been settled yet. Government will give due consideration to that suggestion of the Hon'ble Member.

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മാസ്റ്റർ കെ. അയ്യപ്പൻ.—ഞാനും ഇതു സംബന്ധിച്ചു ഒരു കട്ട് മോഷനയച്ചിരുന്നു. അതിന്റെ ശേഷം ഞാൻ ഈ സംഗതിയെപ്പറ്റി അന്വേഷണം നടത്തിയതിൽ ഇപ്പോൾ ഗവൺമെന്റിൽ നിന്നും ഉദ്ദേശിച്ചിട്ടുള്ള "സ്കീം" വാലന്മാർക്കു വളരെ ഉപകാരമായിത്തീരുമെന്നു് വാലന്മാരുടെയിടയിൽനിന്നുതന്നെ അറിയുന്നു. വളരെ സൗകര്യങ്ങൾ ചെയ്തുകൊടുക്കുവാൻ ഗവൺമെന്റു് സമ്മതിച്ചിട്ടുള്ളതുകൊണ്ടു വാലന്മാരുടെ ഇടയിൽനിന്നും ഈ സ്കീമിനു യാതൊരെതിരും ഇല്ല. ഏതാനുംപേർക്കു അവിടെനിന്നുപോകാൻ മനസ്സില്ല. അവർക്കു ഗവൺമെന്റിൽനിന്നും ഒരു ലോൺ കിട്ടിയാൽ കൊള്ളാമെന്നു അഭിപ്രായമുണ്ടു്. ഈ കാര്യത്തിൽ ഗവൺമെന്റിൽ നിന്നും എന്തെങ്കിലും ചെയ്തുകൊടുക്കണമെന്നല്ലാതെ ഇപ്പോൾ ഗവൺമെന്റെടുത്തിരിയ്ക്കുന്ന ഈ സ്കീമിൽനിന്നും ഒരു പ്രകാരത്തിലും പിൻവലിക്കരുതെന്നാണു് എനിയ്ക്കു പറയാനുള്ളതു്. ഞാൻ അയച്ചിട്ടുള്ള കട്ട്മോഷനിലെ സംഗതികം മുഴുവൻ പരമാർത്ഥമല്ലെന്നു് എനിയ്ക്കു പിന്നെയാണു് മനസ്സിലായതു്. അതുകൊണ്ടു ഞാൻ അതു മൂവ് ചെയ്യുന്നില്ല.

Mr. K. Mohamed Seethi.—Sir, I rise to oppose this cut motion. From what I could gather from the comparatively enlightened members of the Vala community in that locality I understand that the majority of the Vala community is in favour of the scheme of Pachalam colonisation. The only difficulty is in the case of those who are employed in public offices in the town who will find it very difficult to walk all the way from Pachalam to the Ernakulam town every day and return to their huts and it is these people that object to being compelled to go to Pachalam and settle down there. As for these people Government are considering the question of helping them with loans. About the advance of loans they have put forward a very reasonable proposal also. Loans may be placed at the disposal of a Co-operative Society of which they are members and money may be advanced and recovered through that society. If that proposition can be sympathetically considered by the Government there should be no reason why the Valans or anybody else should object to this colonisation scheme which is designed in the best interests of the Vala community and which will be for the lasting good of that community. So I oppose this motion.

Mr. M. A. Chakko.—Sir, I also rise to oppose this motion. Having had the opportunity of watching the development of the Ernakulam town, the capital of the State for the past 40 or 45 years I think I can contribute something to the matter

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under discussion. The first thing about driving away the poor valans to Pachalam, a point brought forward to appeal to the good sense of the Hon'ble Members of this House, I must state that the Valans began to be driven not now, not yesterday, but 30 or 40 years ago, and in the fitness of things I do not think it is incorrect. This town of Ernakulam which we see to-day had a row of Valans' huts right in front of the Huzur Cutcherry along the foreshore up to where the State Guest House is now. All this long stretch was studded with vala huts. It was not possible to improve the town, to put up edifices and to have any *maidans* for the amenities of the citizens when those huts were there. To bring sanitation near and around the poor vala hut will be a very difficult proposition. So it was in the fitness of things that they had to be and were removed from the very centre of the town to a place further away from the busy parts.

Again the Valan is by profession of caste or community, one who requires his habitation, quite at the edge of the back-water. All through Cochin and Travancore and I may say beyond, the Valans or those who follow the profession of fishing or poling of boats have their huts or houses on the backwater edge. Therefore they had in Ernakulam to be removed either to the north or to the south. Many Christians and other religionists, I say, were in Ernakulam in these spots. They were not shunted to the northern end or southern side, but they were absorbed into the body of the town. Those form the many people, rich or poor, who form the population of the town. But the Valans who would stick to the backwater edge had to go to the northern or southern extremity. So it became a real necessity that the Valans should be removed either to the north or to the south. Now they have to be shunted further to the north and the present proposition is indeed with the spirit to be humane and kind to them. The previous Government when there was not so much thought about the uplift to the depressed classes, simply removed them when they wanted them to be removed. They were not very careful where the Valans went to. For land acquisition compensation would be paid. They took it and went to any place available. Now places unobjectionable are getting rarer and rarer. Therefore a place has to be provided by the Government. There was a proposal to send some of them to Ramanthuruthi, and I dare say that they have been so sent in the administration of the then Diwan 15 or 20 years ago. So it cannot be said that the Government's policy is objectionable. It is a step taken out of necessity for the advantage of all the citizens and dwellers of the town. Those who do business in the backwaters must have their places of abode near the

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backwater to do it more conveniently. If for this reason they must have their houses near the backwater, it cannot be within the regions extending from Paliam to the Burmah Oil Company. For these reasons I cannot see eye to eye with the Hon'ble Mover of this proposition. Therefore I oppose.

Mr. Paul Mampilli.—On a point of information. Have the lands costing about Rs. 80,000 been sold to the Burmah Shell Company? There was a proposal last year.

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—They have not been sold and hence it has not been possible to realise the amount.

Mr. P. Kumaran Ezhuthassan.—If the Valans are removed, is there any prospect of selling the land?

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—Yes, in 1108 itself.

Mr. E. Ikkanda Warriar.—Has it been provided in the Budget?

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—That is only hypothetical. We cannot provide for hypothetical items of revenue.

Mr. E. Ikkanda Warriar.—What is the right which the Valan gets in the building that the Government provides.

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—The right to occupy. Only the occupancy right.

Mr. E. Ikkanda Warriar.—Have they to pay any rent?

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—Only a very small rent of 8 annas per month.

Mr. A. Eachara Menon.—Are there only 120 houses?

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—There are about 141 huts; some 20 or so Bhajana Madhoms. But 120 new houses will be enough. At present there are, if you count, 141 huts. But when they are shifted 120 houses will be enough.

Mr. A. Eachara Menon.—Can all these be provided for?

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—Yes.

Dr. A. G. Menon.—Will the Government hand over to them these buildings if they want?

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—That aspect also will be considered.

Mr. V. K. Aravindaksha Menon.—It has been fairly explained how this shifting would improve the town and also how it will help in making use of a valuable site in Ernakulam for more important purposes such as storage of the Burmah oil, etc. Many of the Valans are also glad to go to Pachalam. I therefore request the Hon'ble Member to understand the question in its proper light and withdraw his motion.

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Mr. A. Sankara Poduval.—May I know whether the proposed acquisitions and the construction of the huts would be confined to as many as really require them?

Mr. V. K. Aravindaksha Menon.—Yes.

Mr. A. Sankara Poduval.—If only 60 families want to shift would the amount of expenditure be confined to the actual necessity of the valans instead of putting up 120 huts. Why should not the Government restrict the expenditure to the extent of the need? If only 60 families want to shift, make provision for 60 families alone.

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—The whole estimate amount comes to Rs. 40,000. We are only spending Rs. 20,000.

Mr. A. Sankara Poduval.—The preliminary budget shows that this amount is only for 1108 M. E. If I can get an assurance from the Government that only as many huts would be put up as would be required by Valans willing to shift, I shall withdraw my motion.

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—Then there is the question of what we are going to do with the others. I hope that all of them will be willing to shift. That is my own personal hope.

Mr. A. Sankara Poduval.—I want a clearer assurance. Will the Government restrict the expenditure to the needs of those who want to shift.

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—No pie will be wasted. Houses will be constructed only for those who shift.

Mr. A. Sankara Poduval.—On that distinct assurance I withdraw the motion with the leave of the House.

Motion withdrawn with leave.

The House rose for lunch at 2 p. m. and met again at 3 p. m. with the Deputy President in the Chair.

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—Just before we begin the business let me inform the House that the Hon'ble Member for Engineering has gone out on a very urgent business, and will be back in a few minutes.

Deputy President.—Therefore what do you want?

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—We may just go on with the business.

Motion No. 24.

Mr. E. Ikkanda Warriar.—*To reduce the allotment of Rs. 790 for certain works in High School, Trichur by Re. 1.*

Sir, I have tabled this motion to suggest the desirability of removing the drill shed and levelling the ground in front of the Sirkar High School, Trichur.

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Sir, there was a temporary shed which marred the beauty of the place. It has been removed recently. But only the stones have been removed and the earth is lying in heaps there. You may know, Sir, that it is a pretty spacious ground. There is only one thing now, that is the drill shed, which protrudes into this open space. My proposition is that either the drill shed be reduced in size or removed to some other place and the whole place levelled up. This will add to the beauty of the school. The ground can be used as a playing ground for the students of the school. Therefore I request the Government to do this small work. They have already provided Rs. 700 for effecting some works there. It may probably be for removing the earth. It may not cost the Government much. It will provide a very good playing ground for the boys of the school and it will also give added beauty to the school. With these words I commend the motion for the acceptance of the House.

Mr. V. K. Aravindaksha Menon.—The Hon'ble Member for Urakam is an authority for sports in this House and so it is needless for me to say anything about the advisability of the proposal. His suggestion will be looked into and we shall try to give effect to it during the next year.

The motion was with leave of the House withdrawn.

Motions Nos. 25 & 26.

As the following motions were not moved they were considered withdrawn.

25. Mr. E. Ikkanda Warriar.—*To reduce the allotment of Rs. 2,00,000 for Maharaja's College extension works by Re. 1.*

(*To ascertain from Government what the total cost of the College extension scheme will come to.*)

26. Mr. E. Ikkanda Warriar.—*To reduce the allotment of Rs. 2,00,000 for College extension works by Rs. 10.*

(*To bring to the notice of the Government the desirability of spending for the College works from the surplus or borrowed capital and not from the current income*).

Motion No. 27.

Mr. E. Ikkanda Warriar.—Sir, I move *for the omission of the allotment of Rs. 3,50,000 for the Maharaja's College extension works* and my object in tabling this motion is clearly stated in the printed list. It is this:—"to discuss the desirability of suspending the College Works until the Finances of the State and the economic condition of the people improve".

Sir, we have been hearing the answer of want of funds for every important and useful works that we asked for in this Council. If you remember the circumstances under which the Ramavarmapuram College Scheme was abandoned you will be pleased to see

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that the main ground upon which the original idea was given up was one of finance. I may make my position clear. In the Government Proceedings they say.—"Government take this opportunity of observing that the financial commitments of the State have increased since the recommendation of the former committee owing to the carrying out of the scheme for the conversion of the State Railway to Broad Gauge. The Harbour Works and possibly the Hydro-Electric Scheme will have also to be financed. On the other hand, owing to the economic depression and other causes the revenues of the State show a tendency to contract. This is no doubt a passing phase, but it will obviously be impossible at present to devote large amounts to the development of a model college without starving the normal needs of the administration and for this reason it is essential that expenditure on this account should be limited so far as is consistent with educational needs." Again, Sir, in answer to one of my questions as to what induced them to change the policy, they said that one of the main consideration was that "it was unwise to undertake any costly scheme of higher education having regard to the financial commitments of the State". If you go through the report of the Committee appointed to consider the Ernakulam College Extension Scheme they also say that the extension scheme can be had with probably a moiety of the amount that will have to be spent at Ramavarmapuram. The position then stood thus. The Ramavarmapuram scheme would cost about 17 lakhs and the Government thought that they would be able to minimise expenditure and would have a College for about 11 lakhs. Now what do we find? According to the latest figures it has come to over 15 lakhs. There is very likelihood of its going up. It was admitted that there are many land acquisition cases. I am not now in a position to say what will be the outcome of those cases. The memory of the Hon'ble Member for Revenue very conveniently failed him when I asked him about it. He even forgot at what rate he valued the site and he could not also enlighten us as to what the excess amount claimed comes to. Any way it is not going to be a cheap scheme as it was once thought of. It is now clear that the "very, very liberal estimate" of 11 lakhs has in the course of one year gone up to 15 lakhs and we do not know where we will ultimately be. That is the position. I am not going to say that we should have no College here at all. My position is that we have no funds now. Is it desirable under these circumstances to push on with the work? We have to consider whether this scheme could lie over for one or two years and whether we are going to suffer by that. In this connection we have also to consider the question whether there is any justification of spending such large amounts for higher education now. As I said before, there is already a feeling in the country that this work can very well lie over. It is

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probably from the miserable condition of the graduates who go about the streets without any work that the people are made to think that this is unnecessary. Anyhow there is a provision for 450 students in the present College and we shall for the time being manage with that. We are not going to suffer much by stopping this mass production of graduates for some time. Instead of enabling them to earn a living, the present day education takes away from them their initiative and resourcefulness and ultimately we find most of them unable to stand on their own legs. For that we spend large amounts. Of course I do not say for a moment that we do not want the College and I am not also going to say that the College should not be at Ernakulam. I am not against any of these things. My position is this. When the people want a road which will help them to market their products; for instance there are places where paddy is sold at 4½ annas, but if you provide them with a road they will be able to take it in a cart to the market and sell them at 5½ annas per para. Same is the case with so many other articles. So if you give them a road or a bridge they will be able to open up vast areas of countries and enable the public to tide over the economic depression at least to a certain extent. And it is time that we should spend some money and devote our attention on vocational education instead of spending large amounts on purely literary education. I beg to submit that no harm will be done to anybody if we allow this scheme to lie over for two years until the period of depression is over and the economic condition of the people is improved. They are now finding it very difficult to send their children to the school or College to give them higher education. They are also not sorry if all their children are not given higher education. But the difficulty is not there. I know the temper of the House in this matter. But I am only glad that at least one Member who voted for the scheme was able to realise the folly of it to a certain extent. I am referring to the Hon'ble Member for Trippunittura. He characterised the College as "the white elephant". But it is not possible to expect that light will come to all all on a sudden. Any way I hope that the Government will be able to see where they stand now and where they were 1½ years ago and where they will probably be after one or two years. I know the attitude of the House too well in this matter. I do not therefore propose to move this motion.

Mr. Joseph Pettah.—Sir, on a point of order. Without moving the motion has the Member any right to make such a speech?

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Deputy President.—He only gives his reasons for not moving the motion. Therefore he is in order.

Mr. E. Ikkanda Warriar.—I am only explaining why I do not move my motion.

Hence the motion was considered, withdrawn.

Motion No. 28.

Mr. Paul Mampilli.—*To reduce the allotment of Rs. 5,51,184 for works, buildings, original by Re. 1.*

Sir, I do not think I must make a speech to impress upon this House the necessity for having a first class waiting room at the ferry jetty in Cochin. Those of you who have crossed over to Cochin would have found the urgent necessity of a waiting shed there. Of course there is a waiting shed now. But for decent persons it is extremely difficult to find accommodation there. Those of us who have constantly to go to Cochin for business engagements, find it extremely difficult to get accommodation. We have to press ourselves into the room where tickets are sold to find a seat. Recently a waiting shed has been constructed at the canal jetty. But for persons who go to the ferry jetty this waiting room will not be of any use. Besides, it being distant from the ferry jetty there is a wall which prevents the people from going there. Therefore it is advisable to have a waiting room constructed at the ferry jetty. And so I move the motion for the acceptance of the House.

Mr. K. Mohamed Seethi.—I beg to support this motion. If I remember aright this question was brought to the notice of the Government by the Hon'ble Member for Jews and what the Government then said was that the matter would be looked into. I do not know why this waiting room is not put up for the use of the people who have to cross over from Cochin to Ernakulam. It has become extremely difficult to find some place at the Cochin ferry jetty where they can wait for their boats. I have had the painful experience of being huddled up in the small room, which is serving as a waiting room. Generally what respectable people do now is to get into some boat lying at the jetty with the help of the gate-keeper and spend their time in it till their boat turns up. People who go to Cochin to attend courts or attend to business find it extremely difficult to spend their time at the ferry jetty for want of a proper waiting room. So I request that there should not be any delay in constructing this waiting room at the ferry jetty.

Mr. V. K. Aravindaksha Menon.—Sir, it was as per the wishes of the Member for Jews that we constructed the waiting room at Mattancheri in the canal jetty. But we did not construct waiting sheds for the ferry jetty. That was because

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of the proposal of having a bridge across to Mattancheri which might be constructed within the next three years. If that bridge comes there will be no necessity for this ferry service. That is the reason why we have not yet thought of constructing a shed for the ferry jetty.

Mr. Paul Mampilli.—If the bridge is constructed is it likely that there will be no ferry service?

Mr. V. K. Aravindaksha Menon.—I do not think there will be any necessity for an half-hourly ferry service. But there may be the line service for which there is already a waiting shed.

Mr. Paul Mampilli.—But till that consummation is had will the Government be pleased to afford some sort of accommodation for passengers to wait?

Mr. V. K. Aravindaksha Menon,—Government will consider of having any temporary accommodation. But we cannot commit ourselves to any permanent structure which will not be necessary after three years.

The motion was, with leave of the House, withdrawn.

Motion No. 29.

Mr. E. Ikkanda Warriar.—*To omit the allotment of Rs. 5800 for adapting the buildings at Ramavarmapuram for public offices.*

Sir, I request your permission to slightly amend the object of my motion. As it now stands, it is "to bring to the notice of the Government the fact that the shifting of public offices to Ramavarmapuram will cause very great inconvenience to the public". At the time when I sent up this token motion I did not know which all public offices were going to be shifted. Now they have given a list of the offices they have determined to shift, from which I understand that at least three of them will be highly objectionable. I want to limit my motion to the three public offices, that is to say the Panchayat, the Agricultural and the Co-operative Departments.

Deputy President.—Yes.

Mr. E. Ikkanda Warriar.—Sir, as a preface I would request all the members to consider this question dispassionately. There is every likelihood of the members misunderstanding me in this matter, because they think that I am always trying to say something about the Ramavarmapuram College and against the Ernakulam College extension scheme. But it is none of these things that actuated me to table this motion. It is really the hardship and inconvenience that would be caused to the whole Cochin public by the shifting of these offices to that place. My main ground is that that is not a suitable place for public offices. To quote from the words of some of the members of the

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Committee appointed to consider the College question, they say 'The Committee inspected the buildings in process of construction at Ramavarmapuram and it is unanimously of opinion that the buildings are suitable only for educational purposes'. So in the first place those buildings are not at all suitable for the purpose for which it is now proposed to be utilised. I think they are all very small rooms constructed for providing accommodation for boys living in hostels and it will be very difficult if not dangerous to make them fit for use as public offices. I think probably they will have to remove the walls of many rooms in order to adapt them for public offices in and doing so the building itself may fall. Of course it is none of my concern; it is the Engineering Department to say whether it would be possible for them to do that. My position is clear and it is only this. The Government have already wasted a good deal of public money, money to the tune of 4 or 5 lakhs. Now you are going to put the public into great inconvenience and loss. They had to submit themselves to the loss that the Government had to incur till now. They have asked me to say and I am voicing forth their opinion when I say that they do not want these public offices particularly the Panchayat, Agriculture and Co-operative Departments to be shifted to Ramavarmapuram. You will be pleased to remember the inconvenience and the loss that will have to be incurred by the people. I am sure on an average at least 50 persons will be going to each of the Panchayat and Co-operative Departments every day from the different parts of the country to get some information or other. In the Agricultural Department probably there would not be so many people especially after the separation of the Panchayat from the Agriculture. Take it for granted that 100 people on an average will be going to these three departments. What will be the additional cost that will have to be incurred by going to a distance of three or four miles from Trichur to this "virgin forest", to this "sequestered" "uninhabited place except probablyly a few jackals and pulayas", "where there is absolute by no water to drink". A place like this is not the place for public offices. It must be a place accessible to all people without any inconvenience. Now suppose each person who has to go to these offices will have to spend 8 annas —4 annas up and 4 annas down—plus coffee and some other incidental expenses, what will it work out at the rate of 8 annas a day for 100 person? It will work out at 50 rupees a day. Is it not a great burden that you are unnecessarily putting over the head of the public? I therefore ask all the members to consider this question from the standpoint of every member of his constituency who will at one time or other, in one capacity or

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other, have to attend these offices and transact some business there and the loss, inconvenience and trouble they have to put themselves to. It is to avoid that I have tabled this motion. With these few words I commend this motion for the acceptance of the House.

മിസ്റ്റർ കെ. അയ്യപ്പൻ.—ഞാൻ ഈ മോഷനെ എതിർക്കുന്നു. രാമവർമ്മപുരത്തിനു വടക്കുള്ളവർക്ക് അവിടെ വരാൻ തൃശ്ശിവപേരൂർ വന്നു പോകേണ്ടതില്ല. അതുകൊണ്ട് അവർക്ക് രാമവർമ്മപുരം അസൌകര്യമായിരിക്കയില്ല. തെക്കുനിന്നു വെല്ലുന്നവർക്കാണെങ്കിൽ വണ്ടിയിറങ്ങി ബസ്സിനു പോയാൽ മതി. ആഫീസുകൾ രാമവർമ്മപുരത്തേക്കാക്കിയാൽ അവിടേയും ബസ്സുസർവ്വീസ് വരാതിരിക്കയില്ല. ആഫീസുകൾ എവിടെയായാലും കുറെ പേർക്ക് അസൌകര്യം വന്നേക്കാം. അതു ഒഴിക്കാൻ സാധ്യമല്ല. ആഫീസുകൾ രാമവർമ്മപുരത്തേയ്ക്കു മാറുന്നതുകൊണ്ടു ഒരു പ്രത്യേക പ്രയോജനമുണ്ട്. തൃശ്ശിവപേരൂർ ഇപ്പോൾ ജനങ്ങൾ പാർപ്പിടങ്ങൾക്കു വിഷമമായിട്ടുണ്ട്. പട്ടണത്തിന്റെ ഞെരുക്കം അത്ര അധികമായിരിയ്ക്കുന്നു. അതു നീക്കാൻ പട്ടണം വിസ്താരപ്പെടുത്തുകയേ വഴിയുള്ളൂ. രാമവർമ്മപുരത്തേക്കു ആഫീസുകൾ മാറിയാൽ ക്രമേണ പട്ടണം അവിടം വരെ വിസ്താരപ്പെടും.

Mr. V. K. Aravindaksha Menon.—Sir, one consideration which weighed with the Government in the matter of shifting these offices to Ramavarmapuram was not only for utilising these buildings for some purpose but also to meet the growing demand for Government offices in the town of Trichur. For example, the Director of Public Instruction will tell you that his office is being conjested because of the Labour Department and the office of the Board of Examiners. Similarly there are many other offices which do not find sufficient accommodation in their present buildings. If the Government is going to construct buildings for all these offices it will entail a very heavy expenditure. At present we have got beautiful buildings at Ramavarmapuram and it is only two miles from Trichur and Government thought that no great hardship would be felt by anybody. That was the reason which prompted the Government to order the shifting of a few offices to Ramavarmapuram. I do not therefore think that this motion deserves the recommendation of this Council.

Mr. E. Ikkanda Warriar.—The only point raised against my motion is the point raised by the Hon'ble Member for South Ezhuvas. I wish to say one word in answer to that. He says that the people coming from the north will not find it very inconvenient to go there. I am sure he has not seen Ramavarmapuram. If he has seen Ramavarmapuram he would not

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have said this. People coming from the north, if they come by the train, have to come to the Trichur railway station.

Mr. K. Ayyappan.—Think of the future Ramavarmapuram.

Mr. E. Ikkanda Warriar.—If they come by the bus they have to go to the Police Station which is also in the centre of town. Ramavarmapuram does not lie on any of the trunk roads. It is far away from the trunk roads. So it will not be convenient for any people to go there, even the people coming from that side.

One other point is raised by the Hon'ble Member for P. W. D. He says that the Government thought that it would not work any hardship. We are told that they have not made any enquiry in the matter. I am here to tell them that what they thought was not correct. It is to tell them that I have tabled this motion. Probably the vote of the members will be coloured by the old College question. But whatever that be I wish to press this motion for consideration of this House as I feel that it prejudicially affects the interests of the public of Cochin. With these words I press this motion to a division.

Mr. V. K. Aravindaksha Menon.—On a point of order. There is no proposal to shift the Agricultural office.

Deputy President.—The matter was under discussion till now and it was not brought to the notice of the House. It was not corrected from the Government side.

Mr. E. Ikkanda Warriar.—Even if there is no proposal it does not matter.

The motion was put and negatived.

Mr. E. Ikkanda Warriar.—A poll, Sir.

The House divided—Ayes 5, Noes 22 and Neutrals 3.

	Ayes.		Noes.
1	Mr. A. Eachara Menon	1	Mr. V. K. Aravindaksha Menon
2	„ E. Ikkanda Warriar	2	„ K. Ayyappan
3	„ P. S Kesavan Nambudiri	3	„ M. A. Chakko
4	„ P. Kumaran Ezhuthassan	4	„ U. Kandar Menon
5	Mrs. Swaris	5	„ K. P. Kannan Nayar
		6	Rao Sahib Mr. T. V. Kasturi Ranga Ayyar
		7	Mr. M. Krishna Menon
		8	„ P. Krishna Menon
		9	„ A. I. Mani
		10	„ C. J. Mathew
		11	„ I. N. Menon
		12	„ T. Narayana Menon
		13	„ P. Nilakanta Menon
		14	„ Paul Mampilli
		15	Dr. D. Raghavendra Rao
		16	Mr. M. K. Raman
		17	„ P. Raman Menon

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18 Rama Varmha Tampuran
19 Mr. P. V. Raphael
20 Dr. K. Sankara Menon
21 Mr. P. V. Subramania Ayyar
22 ,, K P. Vallon.

Neutrals.

1 Mr. C. N. Ittiravi Nambudiri
2 ,, Joseph Pettah
3 ,, K. Mohamed Seethi

Motions Nos. 30 and 31.

As the following motion was not moved it was considered withdrawn.

30. Mr. K. Ayyappan.—*To reduce the allotment of Rs. 6,78,942 for butidings by Re. 1.*

(*To draw the attention of the Government to the unwillingness of most of the Valans of Thoosam to go to Pachalam where the Government have proposed to house them.*)

As the Member was then absent the following motion was also considered withdrawn.

31. Mr. A. Sankara Poduval.—*To reduce the allotment of Rs. 6,78,942 for buildings by Re. 1.*

(*To call the attention of the Government to the desirability of holding Courts and public offices in Government buildings and of stopping the practice of taking buildings on rent for the purpose.*)

Motion No. 32.

Mr. E. Ikkanda Warriar.—*To reduce the allotment of Rs 66,003 for Irrigation—Original Works by Re. 1.*

This motion is only intended to ascertain some information about the work done by the Irrigation expert got down from Madras recently. I request the Government to give me the information. We have only heard from some papers that an expert was here. We do not know what expenditure was incurred by the Government, for what purpose he was brought down here, what work he has done, what is the result of his work and whether, and if so what, report he has submitted to the Government.

Mr. V. K. Aravindaksha Menon.—Sir, this House will remember that about two years ago I had submitted a scheme for the prevention of the damages by floods from the Karuvannur river. In that report of mine I had detailed the four stages by which the whole work may be completed. The first stage of the works was completed by the end of Mithunam last. Government thought it necessary to have the scheme scrutinised by another expert. Accordingly they requested the services of the Chief Engineer for Irrigation, Madras, to look into the question. He had been here and he visited the lands of Thottipal and

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Parappukkara. He surveyed the river when it was in fairly low floods. I do not exactly know what his proposals are going to be. His report has just been received but I had not the opportunity of going through it. That is all I wish to say in this connection at present.

Mr. E. Ikkanda Warriar.—I do not press the motion.

The motion was, with leave of the House, withdrawn.

Motion No. 33.

Mr. Paul Mampilli.—*To reduce the allotment of Rs 66,003 for Works Irrigation—original by Re. 1.*

I have tabled this motion to draw the attention of the Government to the necessity of improving the Appangat canal at Narakkal and extending it to the west to join with the north to south canal. As a result of the agitation of the people of Narakkal and on the recommendation of the Narakkal Panchayat, the Government were pleased to order in 1100 that the work will be taken up as early as possible according to the funds at the disposal of the Government. In 1106 the Government actually allotted Rs 9,000 for the work; but the Government unfortunately allowed the work to lapse. In Thulam this year certain persons again petitioned the Government to take up the work and the Government have replied that the work will be carried out next year. But I find that there is no provision for the work even now—of course under the usual excuse that funds are not available. I know certain persons have stated in this petition that if only the Government would acquire the site for the canal they would do the work of excavating the canal at their own cost. I am sure this is an arrangement by which the Government can save a lot of money. If at this juncture the Government will be pleased to accept this offer of the people I think it will be the most opportune moment for the Government to give the canal for the use of the people without much expense. So I press the motion for the consideration of this House.

Mr. V. K. Aravindaksha Menon.—Sir, this question of the construction of the Appangat canal came up before the Government's notice, I think, in the year 1106. We made an estimate for the work. We also made the land plans and schedule and submitted to the Government for sanction. This land plan sketch was scrutinised by the Hon'ble Member for Revenue and he was of opinion that the cost of land acquisition alone will be high and that the benefits derived will not be commensurate with the cost of land acquisition. So it is for want of funds that the work had to be postponed.

Mr. Joseph Pettah.—On a point of information. May I know what was the estimated amount?

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Mr. V. K. Aravindaksha Menon.—The Revenue Member says that it is about 15,000 rupees. But I am not fully sure of that amount.

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—Nor am I sure of that now.

Mr. Joseph Pettah.—How long is the canal to be ?

Mr. V. K. Aravindaksha Menon.—The canal will be about three miles.

Mr. Paul Mampilli.—There is already a canal now. It is only an extension. I do not think that there will be three miles of the new canal itself. There is a Panchayat canal which runs north to south. I do not think it is more than a mile. That is my information, knowing the locality as I do.

Mr. V. K. Aravindaksha Menon.—The canal may not be quite so long but whatever that is we have made the land plan and schedule and shown to the Revenue authorities. They say that the total cost will be very high. Government had therefore to postpone the work.

Mr. Joseph Pettah.—Is the purpose of the canal mainly irrigational or is it used for purposes of communication also ?

Mr. V. K. Aravindaksha Menon.—It is used for both communication and drainage.

Mr. Paul Mampilli.—Is not the Government aware that many acres of land are lying practically waste on account of the absence of the canal—lands for which Government realise very big amounts by way of sale of accretion lands? Will the Revenue Member kindly inform me whether the Government has not amassed big sums by the sale of these accretion lands?

Deputy President.—That does not arise. Profit by sale of accretion lands does not arise from this motion.

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—With the money that Government have got, they have opened very large length of canals, the north to south canal, the Bunder Canal, etc., and this canal is also very useful. Many canals have been opened. So far as this canal is concerned, it will be a very useful item of work. The land acquisition charges amounted to a pretty big sum. There was no provision in the budget. And then there was also a proposal that it would be enough if the Government acquired the land and transferred it to the people of the locality who would be prepared to do the reclamation work. My Tahsildar went there and visited every one interested. Though they said in the petition that they would take the responsibility without any expenditure from the Government, no organisation would come forward and give us an assurance that they would do it. The Government have not dropped the scheme, purely because the acquisition charge is high. They

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had no funds in the budget of 1106 and 1107, but the Government would be prepared to come forth if only the people kept up their promise, that if the Government acquired the land they would dig the canal. My Tahsildar went there twice or thrice. He could not get an organisation which would undertake the responsibility. On these facts being reported, the Government dropped the matter for the present. That is the real position.

Mr. Joseph Pettah.—I beg to support the motion. In the first place the land acquisition charges would come to Rs. 15,000.

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—It may be more. I am not sure.

Mr. Joseph Pettah.—Neither the Hon'ble Member for Revenue nor the Hon'ble Member for Public Works seems to be definite about that figure.

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—We can give you to-morrow.

Mr. Joseph Pettah.—Even taking it at Rs. 15,000, I think it is not a disproportionate amount to be spent on a canal of three miles,—

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—We are prepared to spend it.

Mr. Joseph Pettah.—especially when the canal is passing through the fertile lands of Narakkal. I speak thus, because I have some knowledge of the place. The lands in Narakkal can be converted into very precious cocoanut gardens. In many places the chief difficulty is the difficulty of water. The drainage also would be assisted by having a canal right through, and drainage is an important consideration in agriculture. Therefore considering that three miles of land on either side would be very largely benefited by the construction of this canal, it seems to me that the cost of Rs. 15,000 could not be regarded as a disproportionate cost as the Member for Public Works said. Again here is a very precious opportunity for the Government. They are asked only to acquire the land; the people of the locality have promised to do the rest. The Hon'ble Member for Narakkal gives us the assurance in this matter; and I am sure he could make the assurance doubly sure by getting the required statement from the people concerned. When there is thus an opportunity to construct a canal of three miles, spending only land acquisition charges, it is surprising that the Government should not welcome that opportunity and take prompt measures. The Hon'ble Member for Revenue was pleased to say that they had not taken any steps for the necessary land acquisition, because a definite assurance was not forthcoming

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from the people that they would undertake the construction of this canal if the land is acquired by the Government. From what the Hon'ble Member for Narakkal has said, it is clear that the people of the locality would come forward with a definite assurance on this point. May I then ask the Government whether they would now and here give an assurance that in case the people concerned would undertake the construction of the canal, they (the Government) would acquire the necessary land for them? I should like to get a reply on this point.

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—If the assurance from the people comes first we will consider the question. The Hon'ble Member is speaking of the future. I speak of the past. If they had only given an assurance about their undertaking the construction, when we offered it as a relief work early last year when every one was for having the Appangadu thodu, the whole work, would have been done by this time. We have got financial difficulties now. So, at this stage if you just ask for a definite assurance, , no responsible Government nor even a Cabinet of Ministers selected from the other side will give a definite assurance. Let the assurance come from the people. We shall consider as sympathetically as possible.

Mr. Joseph Pettah.—While the Hon'ble Member for Revenue wants a definite assurance from the people concerned, he is not himself prepared to give them a return assurance. He says he will consider. This, Sir, has become a stock reply with the Government. Seeing that there have been so many assurances without corresponding fulfilment, I am afraid this assurance of a mere consideration, would not very much serve the purpose. Anyhow, I leave it to the Hon'ble Member for Narakkal to see whether he could take that assurance.

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—I will show you the file.

Mr. M. A. Chakko.—It is a question of canal, irrigation, drainage, land acquisition charges, assurance from the ryots of doing the work without costing anything to the Government. All these questions have been brought before the Government in the matter of this canal as well as one or two canals which I am aware of. It is therefore that I rise to speak and contribute a few words to the discussion on the matter at issue. It has been said that the canal whose length is about three miles, would certainly irrigate an area or conduce to the drainage of an area of cocoanut trees in that whole length, and the Government cannot afford at this moment to spend Rs. 15,000 to have it constructed for the benefit of the people of the place. It was also urged, or it was about to be urged that the very same Government which now is sorry to spend this sum of Rs. 15,000 for the

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benefit of the cultivation of that area has been by the sale of accretion lands taking a lot of funds from that region which swelled the revenue figures of some previous budgets. When the receipt side had to be augmented of course the Government was very particular, and when expenditure has to be met they think of small sums as big. When they think of receipts, big sums become somewhat small. I refer to another canal in that littoral area about which all the conditions which the Hon'ble Member for Revenue wanted were satisfied. The distance was about, say, a mile and it was required for the drainage of an extensive plot of ground, wet lands and it was useful not only for drainage, but also for communication purposes. The Government had budgetted for it. The people had given a written contract that if the land is acquired, they would construct a canal and leave it to the Public Works Department to fashion complete measure. Then it was our prosperous years when we were hoarding up money for the rainy day. Then also the Government thought that it could not do it. Therefore I do not for one believe that the financial stringency is the real and proper ground for refusing the demand of the poor people to have the Appangadu Thodu constructed. I speak about this at this length, because I had brought to the notice of the House the crying needs of this place, about two years ago and the Hon'ble Member for Narakkal is pressing the same question. The Government is coming forward with an explanation or excuse whatever it be, which will not stand the light of their previous orders, communications and replies which they have given to the people of the place. Therefore I should think that the matter must be laid bare before the House. The policy of the Government with regard to the people of Narakkal constituency and those cocoanut bearing areas is not quite satisfactory to the people of the place as well as to those who are looking upon the Government to be impartial and fair towards all. With these observations I support the motion.

Mr. V. K. Aravindaksha Menon.—I have not much to add by way of reply to what I have already said. But the Revenue Member of our Government has definitely stated that the expenses involved in the construction of this canal will not be commensurate with the benefit derived. If it is the opinion of this Council that his statement requires revision I can only request him to go into the matter again and report to the Government.

Mr. Paul Mampilli.—May I know how many acres have to be acquired for this canal?

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—I can give information to-morrow. The file is not with me now.

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Mr. Paul Mampilli.—I am sorry about that fact. If only the Government will acquire the site for this canal, people will excavate the canal without any expense to the Government, because on the western side of the canal there are a lot of low lying lands which have to be reclaimed. The owners of such lands will at their own expense carry away the sand and make the canal for the Government. The Government will kindly consider that the people are prepared to spend money out of their pockets for excavating the canal provided the Government accede to their request and acquire the land and leave it free for the people to take sand. If so the canal will be an accomplished fact even in the next year itself.

Deputy President.—Do you press the motion? Government have already replied.

Mr. Paul Mampilli.—If the Government will sympathetically consider, I will withdraw.

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—The Government have already considered and we are considering it.

Mr. Paul Mampilli.—On that assurance I will withdraw.

The motion was withdrawn with leave of the House.

Motion No. 34.

Mr. P. Kumaran Ezhuthassan.—Sir, I rise to move '*To reduce the allotment of Rs. 1,05,041 for Irrigation—Total by Re. 1.*'

Sir, the motion to be placed before the House is a very important one. It affects the one important thing that Government has to do in the interests of the agricultural classes of the State. There is no gainsaying that Cochin is pre-eminently agricultural and the agricultural pursuits of the people have mainly to depend upon the monsoon rains. The monsoon rains being—what they are—very capricious in recent years it has become absolutely necessary to have a well-regulated system of irrigation. The policy of the Government as far as irrigation is concerned had been one of a step-motherly attitude till very late: There were periods when they were making no provision at all; then came the period of little provision lapsing; then came the period of provision without any estimate, investigations being carried on and left in the middle. The Thannikudam scheme and the Chalakkudi diversion scheme belong to the last class. And from year to year we find small amounts being budgetted for irrigation. What I want to press home to the Government through this motion is that they may be pleased to have a permanent department of irrigation schemes in right earnest, investigate them and instead of leaving off in the middle, push it through and see that the agriculturist is really benefited and not

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to waste funds on the scheme as they had been doing hitherto. I don't say that the Government has not been doing anything at all. The only complaint is that they must do it systematically and to the greatest advantage of the agriculturist. With these words I commend this motion to the House.

Mr. Joseph Pettah.—I request that motion No. 37 may also be taken along with this. Motion No. 37 is in my name.

Deputy President.—Oh, yes, you may speak.

Mr. Joseph Pettah.—Sir, there is no need to make a long speech on this motion. No one can deny that irrigation is one of the fundamental necessities of the people of Cochin. Ours is an agricultural land, as the Hon'ble mover himself has said; and nobody could dispute the fact that for cultivation irrigation is perhaps the most necessary thing as matters now stand.

As one great man once said, agriculture in India is a gamble in rains; there is so much of uncertainty, if you depend upon rains for the water that you need for purposes of cultivation. There is also an adverse moral effect implied in this uncertainty of the rains. Because of the vagaries of the weather, very often the heart is taken out of the cultivator's work. There is no enthusiasm, because he is not sure of the fruits of his labour.

Irrigation not only means the supply of water, but also the question of drainage; and these two questions, that is, the question of flood and the question of drought are ever-present in our scheme of agriculture. At one time we find the crops are washed away by devastating floods; and at another time we find crops could not be grown up on account of drought. There is thus great difficulty on account of the unregulated supply of water. This difficulty can be solved only by systematic schemes of irrigation. Looking at British India, we find gigantic irrigation schemes; perhaps schemes which would take the first place in the world, have been worked out in many parts. We have only to remember the Sukkur Barrage, the Gangetic canal system, the Punjab canal system, etc., involving an expenditure of crores of rupees. Of course, we cannot afford to spend crores. At least we can spend something.

But here again there is the question of funds, as in the case of many other useful undertakings. We have all along been pressing upon the Government that funds should be found for purposes the necessity of which has been well proved; and it was with a view to secure funds for such purposes that we so very promptly supported the Income-tax Bill when it came before this House. On that occasion some of the Hon'ble Members, who opposed the measure, argued

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that it could not give any relief to the agriculturist. But we supported the bill, for this reason, among others, that it was intended to relieve the agriculturists by placing funds at the disposal of the Government for purposes of agricultural improvement. One of the most effective means of effecting such improvement is irrigation. It is perhaps the most important thing that the Government can do at this time. The Agricultural Department has been carrying on investigations, researches, demonstration works, etc., and thousands of rupees have been spent on that department. I am sure if half that amount were spent for irrigation purposes, more could have been accomplished for the betterment of agriculture. Irrigation is one of the primary needs of agriculture; also it is a thing which would show immediate results; we need not wait for the long future; the results would be perceptible and immediate.

But what has been the policy of the Government so far? Irrigation has been systematically neglected. There was once a vote in this Council for the institution of a separate irrigation department in the State. Considering the smallness of the State Government thought that there was no scope for a separate department of irrigation, but that there was ample scope for the institution of a separate irrigation section under the Chief Engineer. But so far, even this section is only a temporary affair. We should like to bring home to the Government the necessity of making it a permanent section of the P. W. D. Members of a temporary staff would not take their work to heart; in other words, they would not have their heart in their work, because they do not know whether it would be a permanent work for them. On the contrary, if you make them permanent and responsible for the efficiency of the section, you can expect better work from them and things could be done more systematically. Therefore, there are two things in this problem; larger funds have to be found for irrigation purposes; and also the irrigation section should be made permanent. If these things are done, even then it would be only the barest justice that is done towards the irrigational needs of the people of Cochin. I hope, Government will, therefore give this matter their earnest consideration; and for this purpose I beg to support the motion.

Mr. V. K. Aravindaksha Menon.—Sir, in the course of the discussion we heard that the State is not devoting sufficient attention in matters concerning irrigation. It is indeed surprising that such a view should have been taken by the Members of this Council. Have we not completed the Enamakkal dam and done signal service to the Kole cultivation in the Trichur lake? Have we not taken up the Karuvannur flood prevention work and have we not achieved satisfactory results?

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Mr. Joseph Pettah.—On a point of information. May I know whether the improvements in the Enamakkal dam solve the problem of Kole cultivation?

Mr. V. K. Aravindaksha Menon.—That you will see when the report of the Kuttadan Committee is published in the Gazette. Have we not improved the Mulathara and the Chittur irrigation system with the result that we do not hear any complaint at all from that section of the Chittur Taluk? You might remember what a great number of complaints we used to get in the early years of the Council. The Manapad Chira in Talappalli, the Attoor Chira in Vadakkancheri, the Paruva Chira have all been opened within the last 2 years. So that when I hear that irrigation has been neglected, I always think that members are not really meaning those things. So, I was wondering whether it was not the confirmation of the irrigation section that they want more than the improvment to irrigation itself! But I perfectly agree with the Member that a permanent separate section will be of use to the State and they will be able to devote better attention than if that subject has been tacked on to the Assistant Engineers. That is all what I have to say.

Mr. P. Kumaran Ezhuthassan.—Sir, I greatly appreciate the work that has been done by the Government from year to year. Of course the complaint is not that they have not done anything but the complaint is that they may be pleased to do more particularly by having a permanent department or section for irrigation. When you have a temporary staff only, as had been the practice hitherto, it is not likely that we could expect the best from the staff. I know as a matter of fact, by the time the temporary staff reaches the month of Makaram they will begin to think of next year. Have we a place for next year? That is the primary consideration in their minds, with the result that they neglect their work. This is but natural. I am not casting aspersions upon any officer. If on the other hand the officers are told that they are permanent and responsible and that their position is safe, that they are expected to do honest and intelligent work, then we can expect better results. My point is more to have a permanent department or section to investigate questions of irrigation and to carry the results of their investigation into practice. With this object I press the motion to a division.

Mr. V. K. Aravindaksha Menon.—We have already provided for the irrigation section for next year. For the year 1108 we have already provided.

Mr. P. Kumaran Ezhuthassan.—Is it permanent? I should like to know.

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Mr. V. K. Aravindaksha Menon.—It is not permanent.

Mr. P. Kumaran Ezhuthassan.—Then, Sir, I have no other alternative than to press the motion to a division.

The motion was put to votes and carried Government remaining neutral.

Motion No. 35.

Mr. Paul Mampilli—*To reduce the allotment of Rs. 5,060 for Miscellaneous by Re. 1.*

During the last budget session I brought to the notice of the Government the necessity of constructing public jetties in the villages of Vypeen and the Government have been pleased in this budget to provide for 3 jetties at Narakkal and two other villages. Now public jetties are absolutely necessary for the convenience of the people who have to travel in boats. In Chakkarakadavu there are no public jetties for the use of the travelling people. If there are no public jetties it is impossible for the boats to land passengers unless the boatmen get the permission of the private owners of lands adjoining the backwater. So I urge upon the attention of the Government that they may provide for the construction of two jetties one at Chakkarakadavu and another at Ochenthuruthy in the near future.

Mr. M. A. Chakko.—I second the motion.

Mr. V. K. Aravindaksha Menon.—I have made a provision for the construction of jetties in 1108 and when that amount is distributed I shall see whether I could include those two places also.

Mr. Paul Mampilli.—It may be done in the budget of next year.

Mr. V. K. Aravindaksha Menon.—In the budget of 1108 we have provided a sum of Rs. 4,000 for the construction of jetties. In that we shall include these two places also.

The motion was, with leave, withdrawn.

Motion No. 36.

Mr. Paul Mampilli.—*To reduce the allotment of Rs. 5,060 for Miscellaneous by Re. 1.*

The motion is tabled to draw the attention of the Government to construct groynes to protect lands from sea erosion. Pucca cocoanut gardens are being washed away by the sea. The Chief Engineer must have knowledge of the fact that a lot of pucca cocoanut gardens and even houses where people were living have been washed away. If any person visits the locality he would then realise the pitiable condition of these people whose lands and dwelling houses are washed away by the sea and they are

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left homeless and destitute. The Government till now have been allotting some amount of money for the construction of groynes every year and they used to construct two or three groynes, but in this year's budget no provision has been made. Wherever groynes have been put up the erosion of the sea is stopped and the lands have been saved. I press that every year Government may allot funds for the construction of one or two groynes so that after a few years the trouble of erosion will cease completely. With these remarks I move this cut motion.

Mr. V. K. Aravindaksha Menon.—Government have been putting up groynes for the last three years. A groyne would cost about Rs. 7,000, and the construction will protect about 300 feet. I had occasion to recommend to the Government the construction of two groynes every year. It could not be done, because of lack of funds.

Mr. Paul Mampilli.—I believe as soon as funds are available the groynes will be put up.

Mr. V. K. Aravindaksha Menon.—Yes, I can assure you that.

The motion was, with leave, withdrawn.

Motion No. 37.

As the following motion was not moved it was considered withdrawn.

Mr. Joseph Pettah.—*To reduce the allotment of Rs. 11,85,402 for Civil Engineering by Re 1.*

(The inadequacy of the funds provided for Irrigation in the State which implies a serious handicap to the proper development of its agricultural resources.)

Motion No. 38.

Mr. M. A Chakko.—*To reduce the allotment of Rs. 9,903 for Canals and Backwaters Navigation by Re. 1.*

Sir, I have tabled this motion to bring to the Government's notice the urgent necessity for a waiting shed for passengers at the terminus at Kottapuram. Of course having heard from the Hon'ble Member for Public Works about the paucity of funds and all that, I do not propose to move the cut.

Hence the motion was considered withdrawn.

Motion No. 39.

Mr. K. Ayyappan.—*To reduce the allotment of Rs. 9,903 for Canals and Backwaters Navigation by Re. 1.*

മുളവുകാട്ടനിന്നു് എറണാകുളത്തേക്കുള്ള കടത്തിനു വേറെ കൂട്ടിയതിനെപ്പറ്റി പറയുവാനാണു് ഞാൻ ഈ കട്ടുമോഷൻ കൊണ്ടുവന്നിട്ടുള്ളതു്. മുളവുകാട്ടനിന്നു് എറണാകുളത്തെയ്ക്കു വരുവാൻ ആറുകടത്തുകാർക്കു പണം കൊടുക്കണം. ഇങ്ങോട്ടു തിരി

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ഞാലും അങ്ങോട്ട തിരിഞ്ഞാലും എങ്ങോട്ട തിരിഞ്ഞാലും ആസ്ഥലത്തു നിന്നു പുറത്തുപോകണമെങ്കിൽ കടത്തു കടക്കണം. അതിനുള്ള കാശും കൊടുക്കണം. അവിടെ വടക്കെ അറ്റത്തുനിന്നു ഒരാൾക്കു് എറണാകുളത്തേക്കു വരുന്നതിനു് 2 അണ ചിലവുണ്ടു്. എറണാകുളം കടത്തിനു് ആദ്യം രണ്ടുപൈ ആയിരുന്നു. പിന്നീടു് ർ പൈ ആക്കി; ഇപ്പോൾ അതിലുംകൂട്ടി ൻ പൈ ആക്കിയിരിക്കുന്നു. ആശുപത്രിക്കു വരുന്നവർക്കും പന്തക്കു വരുന്നവർക്കും കുമ്പളത്തേക്കു വരുന്നവർക്കും ഇതു വലിയ വിഷമമായിതീർന്നിട്ടുണ്ടു്. ഇപ്പോൾ മോട്ടാർബോട്ടു വച്ചു നടത്തുന്നതുകൊണ്ടായിരിക്കാം കാശുകൂട്ടിയതു".

റാവു സാഹിബു് മിസ്റ്റർ ടി. വി. കുട്ടിരാമയ്യർ.—അതേ, മോട്ടാർബോട്ടു വച്ചിട്ടുണ്ടു്.

മിസ്റ്റർ കെ. അയ്യപ്പൻ.—അഴീക്കൽ ഉള്ള കടത്തിനു് ൻ പൈ ആണു് റേറു വച്ചിട്ടുള്ളതു്. അവിടത്തെ കടത്തിനു് 2 ഉം മിനിട്ടു വേണം. ഇവിടത്തെ കടത്തിനു് കൂടിയതു് അഞ്ചു, ആറു മിനിട്ടു മതി. മോട്ടാർബോട്ടു് ഏതായാലും വേണം. എന്നാൽ ഇങ്ങനെ കാശു കൂട്ടുകയാണെന്നുണ്ടെങ്കിൽ ബോട്ടില്ലെങ്കിലും തരക്കേടില്ലെന്നാണു് ഞാൻ പറയുന്നതു്. സാധുക്കൾ അങ്ങോട്ടും ഇങ്ങോട്ടും ൻകാശു വീതം കൊടുക്കേണ്ടിവരുന്നതിലാണു് വിഷമം. തിരുവിതാംകൂറിലും മറ്റും കടത്തുകാശേ വച്ചിട്ടില്ല. അതുപോലെ നമ്മുടെ ഗവൺമെൻറിനു ചെയ്യാൻ നിവൃത്തിയില്ലെങ്കിൽ മുമ്പുണ്ടായിരുന്ന നിരക്കിൽ നിന്നും കുറച്ചു കൂട്ടാതിരിക്കണമെന്നു മാത്രമേ ഞാനപേക്ഷിക്കുന്നുള്ളു. അതുകൊണ്ടു് ഈ കട്ടുമോഷനെ സഭ സ്വീകരിക്കണമെന്നപേക്ഷിക്കുന്നു.

Mr. M. A. Chakko.—I rise to support the motion. Making ferry a source of Government revenue from which the administration is to derive support is a policy which cannot be condemned outright. But when those who live in small islands are taxed like that for every step they have to take outside the precincts of their islands it is indeed a very painful circumstance. Small islands, where every necessity of life cannot be found within the limits of those islands, will generally be inhabited only by poor people. The poor man finds means to cross over to the adjoining *terra firma* in the best way he can. Many come forward to ferry him over, and then comes a ferry. Government interferes and monopolises that business and brings in a ferry contractor. The ferry contractor derives a profit. Then competition comes. When competition has come, and when ferry is a Government monopoly, the poor man is prevented from using a boat to go across because the Government tax must be paid. So a man's liberty is checked. It hurts him for the sake of the public coffers. It cannot be justified in every case in the same

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manner. As regards Mulavukad ferry it should not be the policy of the Government to derive a big revenue by taxing these poor people who have to go out of their island to find the daily necessaries of life, to work, to go to the bazaar to purchase something, and to go to the hospital or the school. The poor man is taxed very badly and he feels and he cries out. He does not want the luxury of a motor boat. He is able to get across the small expanse of water by getting into a small canoe, and small boats are plenty in these regions. If you are going to have so much luxury placed at his door and ask him to enjoy the luxury and pay for it, it will not be the correct thing which will be appreciated by those people or the public outside. Therefore the policy of introducing a motor boat ferry is not always correct in rural parts. I think the Government thought of having a motor ferry in Karupadanna. There was a big hue and cry and I think that proposition fell through. If Karupadanna-Cranganur ferry could not work with a motor boat much less it is—it is a very long distance—much less could the ferry between Mulavukad or Bolghatty and Ernakulam could work. The distance from Karupadanna to Oozhattum Kadavu is I think about a mile and a half. The distance from here, from one shore to the other is only two or three furlongs or even four furlongs. At Karupadanna the charge is only 4 pies. Here you charge 6 pies, because the poor man has to go outside one way or the other. At Karupadanna they can go the other way and manage. For these reasons I think this House must not countenance such unreasonable raising of ferry charges, providing luxury to the people who do not want it. Therefore I support it.

Mr. Joseph Pettah.—May I know whether any increase has been made recently in the case of other ferries in the State?

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—It is not recently made in this case also.

Mr. Joseph Pettah.—Then how long is it?

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—From the beginning of 1107.

There is no necessity to discuss any policy in this matter. Ernakulam is not a rural place. In fact it is a very important town. There is a large number of school-going children of Mulavukad who attend the schools and Colleges at Ernakulam. They were not satisfied with the country boat and there was a persistent request from these people for a motor boat ferry. We tried our best, and it was under consideration for one or two years. It is from the current year, 1107, that a motor boat ferry was opened.

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Twelve months ago only was the rate increased to six pies. There was no complaint. Tenders were invited for continuing that ferry for the next year 1108 on the very same terms. We got a petition then after the tenders were invited, after the lease was sanctioned, from certain people that they would like to have some reduction in the rate. It was somewhat late. That was the only complaint and that only a month before, and after we closed the lease for the next year. We could not give any relief at that time. We shall make inquiries. If we find that the rate six pies is too high we shall try to do everything that is possible. I may assure this House that we do not want to make much revenue from that source. We have not heard any complaint about this. For the Vypeen ferry also the charge is six pies. It is at the persistent request of certain people that this was done. I differ very much from the Hon'ble Member for Vellarappilli in thinking that this ferry serves only rural population. The people crossing from Ernakulam to Mulavukad are also affected and that population is urban. When we find in course of time that people are put to much difficulty and inconvenience on account of the rate being raised—it has been in force for the past 11 months—certainly Government would give them relief.

മിസ്റ്റർ. കെ. അയ്യപ്പൻ.—ആറ്റൈ ഇപ്പോൾ കൊടുക്കണമോ? ഈ ആറ്റൈ കൊടുത്തു പോയാൽ സാധുക്കൾ വളരെ കഷ്ടപ്പെടുന്നവരെന്നേ പറയുന്നുള്ളു. അതാണ് അവരുടെ സങ്കടം.

റാവു സാഹിബ്ബ് മിസ്റ്റർ. ടി. വി. കസ്തൂരിരങ്കയ്യർ.—അതേ; ആറ്റൈ നിരക്കുവച്ചിട്ടുണ്ട്. കടത്തു് കൺട്രാക്റ്റുകൊടുത്തു പോയിട്ടുള്ളതാണ്.

മിസ്റ്റർ. കെ. അയ്യപ്പൻ:—അതൊന്നു ഭേദപ്പെടുത്താൻ ഗവ മെന്റ് വിചാരിയ്ക്കയാണെങ്കിൽ അതിനു് അധികാരമുണ്ടെല്ലൊ.

റാവു സാഹിബ്ബ് മിസ്റ്റർ ടി. വി. കസ്തൂരിരങ്കയ്യർ.—സാധുക്കളായജനങ്ങൾക്കു തന്നെയാണ് മോട്ടാർ ബോട്ട കടത്തു വേണം എന്നു് അന്നു് അപേക്ഷിച്ചിട്ടുള്ളതു്. മോട്ടാർ ബോട്ടിനു് ഇപ്പോഴത്തെ റേറ്റുകാര്യക്കുണ്ട ആവശ്യമുണ്ട് എന്നു കണ്ടാൽ അങ്ങിനെ ചെയ്യാം. ഇപ്പോഴത്തെ റേറ്റിൽ ജനങ്ങൾക്കു് വാസ്തവത്തിൽസങ്കടമുണ്ടാകുന്നുണ്ടെന്നറിഞ്ഞാൽ അതിലേയ്ക്കു മേലാൽ ഇടവരാത്ത വിധത്തിൽ എന്തെല്ലാം ഏർപ്പാടു ചെയ്യുവാൻ കഴിയുമോ അതൊക്കെചെയ്യാം.

Mr. Joseph Pettah.—Is the Government making any gain on account of this transaction ?

Ro Sahib Mr. T. V. Kasturi Ranga Ayyar.—We are getting a small revenue of Rs. 1,200 per annum from this ferry. We are getting about 18 thousand rupees for the Ernakulam to Mattancheri ferry.

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Mr. Joseph Pettah.—My point is whether the income is higher than the expenditure.

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—No expenditure at all. Whatever we get is revenue.

Mr. Paul Mampilli.—What is the amount for which the ferry is given ?

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—Rs. 1,200.

Mr. Paul Mampilli.—What was the amount last year ?

Rao Sahib Mr. T. V. Kasturi Ranga Ayyar.—Rs. 700.

മിസ്റ്റർ കെ. അയ്യപ്പൻ.—ഒരു തവണയ്ക്ക് അരയണവീതം അങ്ങോട്ടും ഇങ്ങോട്ടും കൊടുത്തു പോകാൻ സാധിക്കുകയില്ല. ഇതിൽ അവർക്ക് സങ്കടമുണ്ടാകുന്നുണ്ടെന്ന് എന്നോടു പറഞ്ഞിട്ടാണ് ഞാൻ ഇതു ശ്രദ്ധയിൽ കൊണ്ടുവന്നത്. ശ്രദ്ധയിൽ സാധിക്കുകയാണെങ്കിൽ അതു ചെയ്തുകൊടുക്കുക, എന്നേ ഞാൻ പറയുന്നുള്ളൂ.

Motion withdrawn, with leave of the House.

Motion No. 40.

Deputy President.—The whole budget has to be gone through. You will therefore please hurry up.

Mr. P. Krishna Menon.—*To reduce the allotment of Rs. 1,95,739 for Mechanical and Electrical Engineering by Re. 1.*

Sir, a few facts may be necessary to appreciate the full importance of the subject-matter involved in this cut motion. The House may remember that the quantity of water that can be taken from the Alwaye river is 9 lakhs of gallons per day, and the latest census figures will show that the population of both Ernakulam and Cochin together comes to about a little more than 80,000. Allowing at the rate of 15 gallons per day, per head, the quantity required for a full supply will be 12 lakhs per day. In the first place we are only allowed to take 9 lakhs. Again the average output at the Water Works at Chowwara, if what I am informed is correct, at the rate of 35 thousand gallons per hour, working for about 16 to 17 hours a day will constitute a supply of 5 lakhs. For Ernakulam itself at the rate of 15 gallons per head per day for 40,000 people, it would require about 6 lakhs. Again we have undertaken a supply of water, at least to suit the bare necessity so far as Mattancheri is concerned, and I know as a matter of fact, that the supply in Mattancheri is not sufficient though much labour is undergone to supply as much as possible. Now there is another scheme on foot to supply Chellanam with drinking water. How much that will come to I am not in a position to say at present. At any rate we have to supply both Ernakulam and Mattancheri and it is from the limited supply that we get from the Alwaye river that we are now giving water

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to Steamers that touch the Cochin Port. I understand that the rate fixed for this supply is about Re. 1—2—0 per ton. My inquiry has revealed the fact that the rates in other Ports for the supply of good drinking water are much higher than the rates fixed at Cochin, so much so steamers touching the Port of Cochin take particular care to supply themselves with water which will last till they return to the Port of embarkation, namely, Southampton or Liverpool, as the case may be. The excellent water that is supplied has so much attracted them that they do not hesitate to take as much as they can get, and the Department also seeing that there is enough of demand so far as steamers are concerned, are not in any way reluctant to supply and take as much money as possible. What is the result? So far as Ernakulam is concerned, I do not know whether any of the Hon'ble Members remember the nature of the supply that we were having in the early part of this very month, Karkadagam. Off and on in the morning hours there is no supply and when we open the taps there is no water. On inquiry I find that the reason for this occasional break of supply is due to the fact that the barges which are to take the water from Ernakulam either to Mattancheri or to the steamers are all filled during the night hours, so that by the morning the whole supply available at Ernakulam is absolutely exhausted and therefore we are deprived of the quantity that is available for us, in the Ernakulam reservoir even.

If it is not available in Ernakulam for the supply in Ernakulam, I do not know what the fate of Mattancheri is. At any rate I am aware that there is considerable complaint in Mattancheri for the lack of sufficient supply of water. The main reason so far as I can see with regard to the lack of supply is the fact that large quantities are supplied to the steamers and when people of Ernakulam—I mean the subjects of the State—are detrimentally affected by the supply of large quantities to the steamers, I think it is high time to see whether such large quantities could be supplied to steamers, touching the port which would prejudicially affect the people of the State. It is to invite the attention of the department to this nature of the supply that I have tabled this motion.

In that connection I would like also to remind the department as to the rate at which they are charged. I understand it is only about Re. 1—2—0 per ton here whereas the rate at which water is supplied in Colombo and even in Madras is not less than Rs. 2 or Rs. 2—8—0 per ton. There is considerable difference between the rates. Even if we are deprived of the water, let us have the full price. It is to emphasise this aspect of the question that I have tabled this motion.

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Mr. V. K. Aravindaksha Menon.—Sir, the important point raised by the Hon'ble Member is regarding the rates charged for water supplied to the steamers. We are charging a rate of Re. 1—4—0 a ton during day time and Re. 1—8—0 during night time. This works up to Rs. 5—9—3 per thousand gallons for the day supply against the rates in Bombay of Rs. 2—6—0, in Colombo of Rs. 6—8—0 and Madras of Rs. 5—0—0. But the supplies at these ports are made directly at the wharfs, but we are to supply water to ships at moorings. Our rate was until lately only Re. 1—2—0 per ton and it has now been raised to Re. 1—4—0. I do not think it would come with good grace for us to go and ask them to pay us anything more than this rate of Rs. 5—9—3 per thousand gallons, especially when the rate in Bombay is only Rs. 2—6—0 and in Colombo Rs. 6—8—0.

As regards the paucity of water in the Ernakulam town during Karkadagam, I must say that it was not due to this supply. The deep well in Chowwara accidentally got clogged during the rainy months, because of detritus and other matters coming into the suction well. There was a small breakdown in the well and that was the reason for the insufficiency of water during the early hours of some of the days in Karkadagam. It was not really due to the supply of water to the steamers that the Ernakulam supply was slightly affected for a few hours in Karkadagam.

Mr. P. Krishna Menon.—I don't press the motion.

The motion was withdrawn with leave of the House.

Motion No. 41.

As the following motion was not moved it was considered withdrawn.

Mr. P. Kumaran Ezhuthassan.—*To reduce the allotment of Rs. 13,79,359 for Public Works Department by Re. 1.*

(*To urge upon the Government the necessity for providing funds in each year's budget for the continuation or completion of works undertaken or unfinished in the previous year or years*).

Motion No. 42.

Mr. K. P. Vallon.—*To reduce the allotment of Rs. 13,79,359 for Public Works Department by Re. 1.*

ഡർ, ഇഞ്ചിനീയർ ഡിപ്പാർട്ട്മെണ്ടിലുള്ള പണികൾ നിവൃത്തിയുള്ളിടത്തോളം ഡിപ്പാർട്ട്മെണ്ടിൽനിന്നു നേരിട്ടു നടത്തുകയോ, തൊഴിലാളികളുടെ സഹകരണ സംഘങ്ങളെ ഏല്പിക്കുകയോ ചെയ്യണമെന്നപേക്ഷിക്കുവാൻ വേണ്ടിയാണു് ഞാൻ ഈ cut motion കൊണ്ടുവന്നിട്ടുള്ളതു്. ഈ ഡിപ്പാർട്ട്മെണ്ടിലുള്ള ജോലികൾ അധികവും കൂടുതൽ കുറവിനാണു് കൺടാക്ടു് കൊടുക്കുന്നതു്. എന്നാൽ ഈ കൺടാക്ടർന്മാർക്കു വരുന്ന നഷ്ടം മുഴുവനും അവർ തൊഴിലാളികളുടെ തലയിലാണു്

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ചുമത്തുന്നതു്. അതുകൊണ്ടു് തൊഴിലാളികൾ അധികം കഷ്ടപ്പെടുന്നുണ്ടു്. കഴിഞ്ഞ വർഷത്തിൽ ചില വേലകളെല്ലാം പഞ്ചായത്തു ഡിപ്പാർട്ടുമെണ്ടിൽനിന്നും ഇഞ്ചിനീയർ ഡിപ്പാർട്ടുമെണ്ടിൽനിന്നും നേരിട്ടു നടത്തുകയുണ്ടായി. അതുകൊണ്ടു് കുറെ പാവങ്ങൾക്കു് പട്ടിണികൂടാതെ കഴിഞ്ഞു. എന്നാൽ അതിപ്പോൾ ഗവർമ്മെണ്ടു് തീരെ മാറ്റിയിരിക്കുന്നു. അതുകൊണ്ടു് തൊഴിലാളികളുടെ ഇടയിൽ കഴിഞ്ഞ കൊല്ലത്തേക്കാൾ അധികം ക്ഷാമം ഇപ്പോൾ ബാധിച്ചിട്ടുണ്ടു്. അതിനാൽ ഈ കൂലിക്കാരെ സംബന്ധിച്ചു് ഗവർമ്മെണ്ടിൽനിന്നു് ഒരു നിയമവും ഉണ്ടാക്കിയിട്ടില്ലെന്നുവേണം പറയുവാൻ. അതുകൊണ്ടു് ഡിപ്പാർട്ടുമെണ്ടിൽനിന്നുള്ള വേലകളെല്ലാം കഴിയുന്നിടത്തോളം ഗവർമ്മെണ്ടിൽനിന്നുതന്നെ നേരിട്ടു നടത്തിയാൽ സാധുക്കൾക്കു് വളരെ രക്ഷയുണ്ടാകും. സാധാരണ കൺട്രാക്ടർമാർ പണി നടത്തുന്നതു് അധികമാകുമ്പോൾ സാധുക്കളായ വേലക്കാർക്കും തൊഴിലധികമാകും. പക്ഷെ കൂലി ശരിക്കു കിട്ടുകയുമില്ല. വേലയധികവും പട്ടിണിയും ഇതാണു് അവരുടെ കഥ. അതുകൊണ്ടു് സാധുക്കളുടെ സഹകരണ സംഘങ്ങൾക്കു് ഇങ്ങനെയുള്ള കൺട്രാക്ടുകളെല്ലാം കൊടുത്താൽ സാധുക്കൾക്കു് അതിൽ രക്ഷയുണ്ടു്. അല്ലെങ്കിൽ ഡിപ്പാർട്ടുമെണ്ടിൽനിന്നു നേരിട്ടു നടത്തിച്ചു് സാധുക്കളുടെ കഷ്ടതയെ പരിഹരിക്കണമെന്നപേക്ഷിച്ചുകൊണ്ടു് ഞാൻ ഈ കട്ടുമോഷ്ടനെ ഇവിടെ അവതരിപ്പിച്ചുകൊള്ളുന്നു.

മിസ്റ്റർ വി. കെ. അരവിന്ദാക്ഷമേനോൻ.—ഗവർമ്മെണ്ടിൽനിന്നു് contract കൊടുക്കാതെ ഈ വക ജോലികൾ നേരിട്ടു് ചെയ്യുകയാണെങ്കിൽ ഇപ്പോഴുള്ള staff-നേക്കാൾ രണ്ടോ മൂന്നോ ഇരട്ടി staff വേണ്ടിവരും. അതുമാത്രമല്ല പണികളുടെ കണക്കു വയ്ക്കുവാനും മറ്റും വളരെ ബുദ്ധിമുട്ടുണ്ടാകും. അതുകൊണ്ടാണു് പണികൾ contract മൂലമായി നടത്തിക്കുന്നതു്. എന്നാൽ ഈയിടെ ഒരു ഓർഡർ അയച്ചിട്ടുണ്ടു്. ഏതെങ്കിലും ഒരു ദിക്കിൽ ഒരു പണി contract കൊടുത്താൽ ആ നാട്ടിലുള്ള ആളുകളെകൊണ്ടുമാത്രമേ പണിയെടുപ്പിക്കാവൂ എന്നാണു്. അതനുസരിച്ചു് ഒരു agreement-ം വാങ്ങുന്നുണ്ടു്. അതുകൊണ്ടു് ഇപ്പോൾ നടത്തുന്ന മാതിരിയിൽ അല്ലാതെ ഒന്നും മാറി ചെയ്യണമെന്നു് എനിയ്ക്കു തോന്നുന്നില്ല.

ഡപ്യൂട്ടി പ്രസിഡെണ്ടു്.—മിസ്റ്റർ വള്ളോനു് എന്തെങ്കിലും പറയാനുണ്ടെങ്കിൽ പറയാം.

മിസ്റ്റർ കെ. പി. വള്ളോൻ.—ഇതു് എന്റെ സ്വന്ത ഉദ്ദേശം കൊണ്ടു പറയുന്നതല്ല. സാധുക്കളാണു് ഇതിൽ അധികം കഷ്ടപ്പെടുന്നതു്. സാധുക്കൾക്കു് ഇതു ചെയ്തുകൊടുക്കണമെന്നു പറയുന്നതു് അവരുടെ രക്ഷയ്ക്കുവേണ്ടിയാണു്. staff-ം ചിലവും ഇരട്ടി

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യായാലും തരക്കേടില്ല. പാവങ്ങൾ പട്ടണി കിടന്നു കഷ്ടപ്പെടുന്ന സങ്കടമാണു് ഞാൻ ഇവിടെ അറിയിക്കുന്നതു്. പിന്നെ അതാതു ദിക്കിലെ വേലകൾ അതാതു ദിക്കിലെ ആളുകളെകൊണ്ടു ചെയ്യിക്കുവാൻ പാടുള്ളു എന്നും നിയമമുണ്ടു് തീപ്പിടുത്തമായിട്ടുള്ളതു് വളരെ നന്നായി. എങ്കിലും ഇപ്പോഴത്തെ സ്ഥിതിയനുസരിച്ചു് പല വേലകളും നടക്കുന്നുണ്ടു്. അതൊന്നും ഈ പാവങ്ങൾക്കു കിട്ടാതെ വേല ഇരട്ടിയും കൂലി കുറവുമായിട്ടാണു് വന്നിരിയ്ക്കുന്നതു്. അതുകൊണ്ടു് അവർക്കു് ഭക്ഷണത്തിനുപോലും തികയുന്നില്ല. ഇതിനെന്തെങ്കിലും ഒരു പരിഹാരമുണ്ടാക്കണമെന്നു് അപേക്ഷിയ്ക്കുവാനാണു് ഞാൻ ഈ കട്ടുമോഷൻ കൊണ്ടുവന്നിട്ടുള്ളതു്. എന്നാൽ അങ്ങിനെ ഒരു പരിഹാരമുണ്ടാകുന്നില്ലെങ്കിൽ അതു് സാധുക്കളുടെ കഷ്ടകാലമാണെന്നാണു് ഞാൻ വിചാരിയ്ക്കുന്നതു്. ഇതു് സാധുക്കളുടെ രക്ഷയെ ഓർത്തു് കൊണ്ടുവന്നിട്ടുള്ള ഒരു കട്ടുമോഷനായതുകൊണ്ടു്. എന്തുതന്നെ വന്നാലും വിരോധമില്ല; ഇതു് പ്രസ്സു് ചെയ്യണമെന്നുതന്നെ ഞാൻ തീരുമാനിയ്ക്കുന്നു.

ഡപ്യൂട്ടി പ്രസിഡെണ്ടു്—നിങ്ങളുടെ കട്ടുമോഷനിൽ വോട്ടിനിടുന്നതിനുള്ള മതിയായ കാരണങ്ങളൊന്നും പറഞ്ഞിട്ടില്ല. അതു വോട്ടിനിടണമെന്നു പറയുന്നുണ്ടോ?

മിസ്റ്റർ കെ. പി. വള്ളോൻ— ഉവ്വ.

The motion was put and negatived.

Deputy President.—Under Rule 49 (2), I am to put the whole demand under this head to the vote of the House since we may require about 15 minutes for the Cranganur budget. But as there is only one motion under the Cranganur demand we shall proceed with the State budget for some time more.

Motion No. 43.

Mr. K. Mohamed Seethi.—*To reduce the allotment of Rs. 13,79,359 for Public Works by Re 1.*

This cut motion aims at bringing to the notice of the House the hardships of the motor boat owners of the State who are leading a hand-to-mouth existence. When these boat-owners are burdened with several taxes and imposts by the State they find it extremely difficult to carry on their trade with the fabulously low fares which they collect. The points on which they feel greatly aggrieved are the license fee at the rate of Rs. 8 per ton, an inspection fee at the rate of Rs. 50 per annum per boat and the tolls Municipal which they have to pay at the rate of 4 annas per day per boat under the Ernakulam and the Cochin Municipalities. Such are the demands which they have got to meet and the motor boat owners by a deputation of theirs have brought it to the notice of the Government that these are very hard and excessive demands made on them and the income which they derive now will not permit of their continuing to meet them. This House

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may be pleased to know that the original license fee was Rs. 4 per ton and it was subsequently doubled, which is the present rate. The inspection fee is at present Rs. 50 per boat irrespective of the size of the boat. Even the tiniest of the boats will have to pay that amount annually.

In the matter of the Municipal tolls, I had occasion to draw the attention of the Government to the fact that there is no justification for paying this tax to the Municipality since the jetties that are made use of by the boats both at Ernakulam and Cochin are jetties belonging to the Public Works Department, so much so that there is absolutely no justification for the Municipalities to demand any payment from the boats. This is a point on which Government might feel considerable difficulty. The Government might think that if they should ask the Municipalities not to levy these tolls, it might be deemed as an interference with the rights of self-governing institutions. When there is no justification for levying the toll by the Municipalities in the absence of services rendered by them, to demand any payment from these motor boat-owners will not be proper and just. So Government will have to interfere in this matter and get exemption for these motor boats from Municipal taxes in view of the fact that the boats are touching only the jetties of the Public Works Department.

Another point which I want to bring to the notice of the Government is that, if the Government do not find their way to reduce the license fee, they might at least give them the concession that they might pay the license fee in three or four instalments. If they do not pay any of the instalments the boats might be stopped from plying then and there. Last year Government gave them some concession. During the first quarter of 1107 they levied only at the rate of Rs. 12—8—0 by way of inspection fee and the balance as well as the entire fee was realised during the second half of the year which was a real hardship to the boat-owners. Government might raise the difficulty that there is an inter-statal understanding with regard to the license fee between Travancore and Cochin and British India and that no revision of the same could be made without the consent of all parties. If the Government thinks that there is a case for reduction, they might correspond with the Travancore and British Governments and persuade them to agree to it. But in the matter of granting instalments for payment there is absolutely no difficulty on the ground of inter-statal understanding.

When the boat-owners have to pay big sums as license fee in the month of Karkadagam, the hardest month of the year

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which is rightly characterised as Kalla Karkadagam, they find it extremely difficult to find money, because traffic will be extremely poor during monsoon.

All these points were brought to the notice of the Government in a representation which the boat-owners made to the Government last year and Government had occasion to ascertain the truth of the various statements made in that representation. This year also they wanted to interview the Diwan. But since the budget session intervened, the Diwan had no time to give them an opportunity. I therefore request that the Government will do something for them as otherwise, they may not be able to continue their trade.

Mr. V. K. Aravindaksha Menon.—The rates of fees for inspection and for license have been fixed in consultation with the two Governments of Travancore and British and they have been arrived at with their approval. If we have to change any of these rates we have to get their previous consent so that the reciprocity of these rules in these States is maintained. If it is the opinion of the Council that the rates of license fees charged on motor boats and for their inspection are too high, Government will only be too pleased to correspond with them and get their opinion in this matter.

Mr. K. Mohamed Seethi.—Pending a final decision on the rates, may I know whether instalment system cannot be granted by this Government till a final decision is arrived at? That was also one of the points. It was granted last year.

Mr. V. K. Aravindaksha Menon.—It was granted once. I am not sure whether it is proper for us again to grant it this year. But if it is the opinion of the Council that we should grant it, we shall be pleased to consider. I would like to know the opinion of the Council in this matter.

Mr. K. Mohamed Seethi.—I press the motion on the question of granting instalments.

Mr. V. K. Aravindaksha Menon.—Even in the matter of instalments we have to get the approval of the Travancore and British Governments.

Mr. E. Ikkanda Warriar.—Can the Government correspond with the Travancore and British Governments, if that is the opinion of the Council?

Mr. V. K. Aravindaksha Menon.—We have been corresponding with the Travancore Government. They said that they have been told by the boat-owners that the Cochin Government have consented to the instalment system. And the boat-owners told us in turn that the Travancore Government have granted the instalment system. So they were playing this game.

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Last year we made some concessions. We cannot do anything off-hand before consulting the Travancore Government.

Mr. Joseph Pettah.—If the Council is of opinion that instalments should be introduced, will the Government correspond in the matter?

Rama Varmha Tampuran.—We will have to look into the past correspondence before we can give any definite reply.

Mr. K. Mohamed Seethi.—I thought that the Chief Engineer was saying that if it was the opinion of the Council that instalments should be introduced, he would correspond with the Travancore Government. Now I understand that it is not possible. Therefore I do not find any point in pressing the motion.

Motion withdrawn with leave of the House.

The Demand minus Rs. 2 was then put and carried.

Motions Nos. 44—46.

The following motions lapsed under Rule 49 (2).

44. Mr. K. Ayyappan.—*To reduce the allotment of Rs. 13,79,359 for Public Works by Re. 1.*

(*To draw attention of the Government to the necessity of expediting the work of Vypeen—Pallippuram road*).

45. Mr. P. S. Kesavan Nambudiri.—*To reduce the allotment of Rs. 13,79,359 for Public Works by Re. 1.*

(*The necessity for deepening the Kokarachal* (കൊക്കരച്ചാൽ) *and the Perinthodu* (പെരിഞ്ഞോട്) *for preventing the annual drought to the Puncha cultivation in the Muriyad Kayal* (*Mukundapuram Taluk.*)

46. Mr. P. S. Kesavan Nambudiri.—*To reduce the allotment of Rs. 13,79,359 for Public Works by Re. 1.*

(*The necessity for opening a road connecting the Areepalam road and the Kakkathuruthi road* (*the branch roads leading from the main Irinjalakkuda—Karupadanna road*) *and thus connecting the villages of Padiyoor and Edathirinji*).

2. 20 Public Works—Cranganur—Rs.31,187.

Mr. V. K. Aravindaksha Menon.—Sir, I move for a grant of Rs. 31,187 under Public Works—Cranganur.

Motion No. 1.

Mr. K. Mohamed Seethi.—*To reduce the allotment of Rs. 31,187 for Public Works—Cranganur by Re. 1.*

Sir, this cut is for drawing the attention of the Government to the urgent necessity for a bridge over Perinthodu near the Azhikkode market. The Azhikkode market is frequented by people on two days in the week as days of fair and people coming from and going to Methala and other places lying to the last of the market have to pass along a rotten and rickety bridge

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